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CANADA



Published by Authority of the HON. H. H. STEVENS, M.P.,
Minister of Trade and Commerce.

THE MARITIME PROVINCES
IN THEIR RELATION TO
THE NATIONAL ECONOMY OF CANADA

A Statistical Study of
Their Social and Economic Condition
Since Confederation.

Dominion Bureau of Statistics

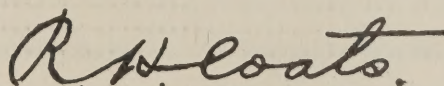
(1934)

P R E F A C E

In 1926 on the occasion of the appointment of the Royal Commission on Maritime Claims, the Dominion Bureau of Statistics assembled the more important social and economic statistics relating to the Maritime Provinces. These were subsequently printed on the recommendation of the Commission in a report entitled "The Maritime Provinces Since Confederation".

The present volume follows the same general lines as the previous one. It is designed to provide, in readily available form, the basic statistical data necessary for any comprehensive study of social and economic conditions in these provinces since Confederation.

This survey has been prepared by Miss Leah J. Beehler, M.A., with the co-operation of the chiefs of the several branches of the Bureau. Mr. M. C. Maclean, M.A., F.S.S., wrote the chapter on Population and Mr. O. A. Lemieux, M.S.A., the section dealing with Agriculture.



Dominion Statistician.

Dominion Bureau of Statistics,
May, 1934.

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THE MARITIME PROVINCES IN THEIR RELATION TO THE NATIONAL ECONOMY OF CANADA

CHAPTER I.—GENERAL DESCRIPTION—PHYSIOGRAPHY AND NATURAL RESOURCES

Of Canada's total area of 3,694,863 square miles, the Atlantic Maritime Provinces—Prince Edward Island, Nova Scotia and New Brunswick—comprise 51,237 square miles, or 1.40 per cent.

Geographically the Maritime Provinces form the larger part of the Acadian or Appalachian region of Canada; they possess several of the minerals (notably coal) which have made the Eastern States in the same geological area pre-eminent among mining and industrial communities.

The fisheries of the Maritime Provinces are too well known to require more than mention. The coasts of these provinces are the natural base for perhaps the most extensive and valuable fisheries in the world with the possible exception of those of the North Sea.

Land Area.—There is an abundance of fertile land suitable for general farming in all three provinces; of the total land area of 32,407,680 acres, twenty million acres are estimated to be suitable for farm purposes. Particulars of the land area, estimated possible farm land, farm land occupied, forest areas, etc., and population by provinces, with comparative figures for all Canada, are shown in the following statement:

	Prince Edward Island		Nova Scotia		New Brunswick		Maritimes		Canada x	
	Square Miles	Acres	Square Miles	Acres	Square Miles	Acres	Square Miles	Acres	Square Miles	Acres
1. Total Area	2,184	1,398,000	21,068	13,484,000	27,985	17,910,000	51,237	32,792,000	2,178,105	1,393,987,000
2. Water Area	—	—	325	208,000	275	176,000	600	384,000	174,875	111,920,000
3. Land Area	2,184	1,398,000	20,743	13,276,000	27,710	17,734,000	50,637	32,408,000	2,003,230	1,282,067,000
4. Total Agricultural Land	1,966	1,258,000	12,644	8,092,000	16,747	10,718,000	31,357	20,068,000	550,245	352,157,000
5. Occupied Farm Land	1,861	1,191,000	6,722	4,302,000	6,487	4,152,000	15,070	9,645,000	254,866	163,114,000
A. Improved	1,196	766,000	1,320	845,000	2,079	1,330,000	4,595	2,941,000	133,957	85,732,000
B. Unimproved	665	425,000	5,402	3,457,000	4,408	2,822,000	10,475	6,704,000	120,909	77,382,000
(a) Woodlots	530	339,000	3,911	2,503,000	3,801	2,432,000	8,241	5,274,000	41,633	26,645,000
(b) Natural pasture and waste land	135	86,000	1,491	954,000	607	389,000	2,234	1,430,000	79,276	50,737,000
6. Total Forested Land	725	464,000	12,000	7,680,000	24,694	15,804,000	37,418	23,948,000	1,093,430	699,795,000
(a) In farm woodlots	530	339,000	3,911	2,503,000	3,801	2,432,000	8,241	5,274,000	41,633	26,645,000
(b) Other alienated lands	170	109,000	4,525	2,896,000	6,041	3,866,000	10,736	6,871,000	146,908	94,021,000
(c) Under timber license or lease	—	—	1,378	882,000	10,638	6,808,000	12,016	7,690,000	177,856	113,828,000
(d) Unalienated or unlicensed	25	16,000	2,186	1,399,000	4,214	2,698,000	6,425	4,113,000	727,033	465,301,000
Population, 1931 Census		88,000		513,000		408,000		1,009,000		10,363,000
Population, 1933 (estimated)		89,000		522,000		420,000		1,031,000		10,667,000

x Nine provinces only.

A brief description of the physical features of each of the provinces is appended:

Prince Edward Island.---This, the smallest province of the Dominion, lies in the southern bend of the gulf of St. Lawrence and is separated from the mainland by Northumberland strait. It is about 120 miles in length and, with an average width of 20 miles, covers an area of 2,184 square miles, approximately 200 square miles more than the State of Delaware. The island is almost trisected by the deep indentations of Malpeque bay north of Summerside and by the mouth of the Hillsborough river at Charlottetown, which nearly meets Tracadie bay on the north side. Its rich red soil and red sandstone formations are a distinct feature, and no point in the island attains a greater altitude than 306 feet above sea-level. A climate tempered by the surrounding waters of the gulf and yet free from the rigours of Atlantic storms, combined with a fertile soil and sheltered harbours, offers great inducements to the pursuits of agriculture and fishing. The province is noted for its relative predominance in the fox-farming industry, its lobster canneries, and its production of oats and potatoes.

Nova Scotia.---The province of Nova Scotia is 381 miles in length by from 50 to 105 miles in width, a long, narrow strip of land lying parallel to the Maine and New Brunswick coast and joined to the latter province by the isthmus of Chignecto. It includes at the north the island of Cape Breton, which is separated from the mainland by the narrow strait of Canso. The total area of the province is 21,068 square miles, a little over 2,000 square miles less than the combined area of Belgium and Holland. Cape Breton island, south of the main entrance to the gulf of St. Lawrence and sheltering Prince Edward island from the Atlantic, is roughly 100 miles in length with an extreme breadth of 87 miles. Its area of 3,120 square miles encloses the salt-water lakes of Bras d'Or, connected with the sea at the north by two natural channels and at the south by the St. Peters ship canal. The ridge of low mountainous country running through the centre of the Nova Scotia mainland, the highest altitude of which is less than 1,500 feet, divides it roughly into two slopes. That facing the Atlantic is generally rocky and open to the sweep of Atlantic storms, but the other, facing the bay of Fundy and Northumberland strait, consists for the most part of fertile plains and river valleys noted for the general farming and fruit-farming districts which produce the famous Nova Scotian apples. The Atlantic coast is deeply indented with numerous excellent harbours many of which provided splendid homes and refuges for the old sail fishing fleets.

New Brunswick.---With a total area of 27,985 square miles, New Brunswick may be compared in size to Scotland with its area of 30,405 square miles. The province is very compact and in shape nearly rectangular, with its depth not greatly exceeding its width. The conformation is in general undulating and of low relief. In the southeastern half of the province the ground elevation does not generally exceed 500 feet above sea-level except for a narrow strip in the south which produces the highlands bordering the bay of Fundy east of Saint John. In the northwestern half the ground elevation is in general from 500 to 1,000 feet above sea-level and reaches its greatest elevation of over 2,700 feet in Northumberland county northeast of Grand Falls. The St. John, rising in the sister province of Quebec and the bordering State of Maine, is a river with many distinctive beauties, while its length of nearly 400 miles makes it quite noteworthy as to size. In the northeastern half of the province there are very extensive areas of Crown lands still carrying valuable stands of merchantable timber. While New Brunswick is essentially a part of the mainland, the bay of Chaleur at the north, the gulf of St. Lawrence and Northumberland strait at the east, the bay of Fundy at the south and Passamaquoddy bay at the southwest, provide the province with a very extensive sea-coast. To its southwest is a group of islands belonging to the province, the most important of which are Grand Manan, Campobello, and the West Isles. New Brunswick has been called the best watered country in the world; numerous rivers provide access to extensive lumbering areas in its interior and to many of the most attractive hunting and fishing resorts in the Dominion.

CHAPTER II.—THE TREND OF MARITIME POPULATION, 1861-1931

Introductory.—Generally speaking, the trend of population, especially in a "new" country, is regarded as an index of its prosperity or the reverse. There are, of course, exceptions. In economically backward countries, an increasing population may be the cause and the symptom of increasing poverty, and in other exceptional cases the inhabitants may be prosperous at a time when the population is stationary or even decreasing. Illustrations of the latter condition may be found in France and perhaps in Prince Edward Island during recent years. Even in such cases, however, the absence of growth of population is significant. It may indicate that, under existing conditions, the country concerned has attained its "optimum" density of population, and that the standard of living can only be maintained by restricting the rate of natural increase or by the emigration of the young as they reach maturity. In any case, the movement of the population is a fact of fundamental importance. The following study of population tendencies in the Maritime Provinces since Confederation may therefore be regarded as illustrating and reflecting the course of their economic development, which is later described in more specific detail.

The increase or decrease of population depends upon two factors: (1) Natural increase, or the relation of births to deaths, and (2) the increase or decrease arising out of the relation of immigration to emigration. There are no comprehensive records under either of these headings back to Confederation, but the facts can be largely established from the results of the decennial census, and it is upon the latter that the present chapter is wholly based. The chapter begins by stating the main facts of population from 1861 to 1931. The present population status is then discussed. This is followed by a description of the behaviour of population growth since 1851 in the different parts of the provinces with a study of concomitant phenomena. The displacement of population with its causes, immigration, emigration and certain vital factors conclude the chapter.

A Summary of the Growth of Population, 1861 to 1931.—The population growth of the Maritime Provinces in its general setting can be seen in the four summary tables presented herewith (Tables 1-4). The central fact upon the most cursory view is that in the fifty years since Confederation the Maritimes have increased in population much less rapidly in every decade than any other province of Canada. One province, Prince Edward Island, has actually been declining in population since 1891.

This is not due to their failure to receive immigrants—for they have received a certain amount of immigration throughout the period. Nor is it due—at least in its initial stages—to failure of natural increase. It is due to the emigration of considerable numbers of native population as well as of immigrants whom they failed to retain. The demonstration and explanation of this is in the balance of this chapter.

TABLE 1.—Population of Canada and its Provinces and Territories, 1871-1931.

Provinces	1871	1881	1891	1901	1911	1921	1931
CANADA	3,689,257	4,324,810	4,833,239	5,371,315	7,206,643	(4) 8,787,949	10,376,786
Alberta	—	—	—	73,022	(1) 374,295	588,486	731,605
British Columbia	36,247	49,459	98,173	178,657	392,480	524,611	694,263
Manitoba	25,228	62,260	152,506	255,211	(3) 461,394	610,152	700,139
New Brunswick	285,594	321,233	321,263	331,120	351,889	387,897	408,219
Nova Scotia	387,800	440,572	450,396	459,574	492,338	523,867	512,846
Ontario	1,620,851	1,926,922	2,114,321	2,182,947	(3) 2,527,292	2,933,824	3,431,683
P. E. Island	94,021	108,891	109,078	103,259	93,728	88,620	88,038
Quebec	1,191,516	1,359,027	1,488,535	1,648,898	(3) 2,005,776	2,360,795	2,874,255
Saskatchewan	—	—	—	91,279	492,432	757,552	921,785
Yukon	—	—	—	27,219	8,512	4,157	4,230
Northwest Territories	48,000	56,446	98,967	(2) 20,129	(3) 6,507	7,988	9,723

- (1) As corrected by transfer of population of Fort Smith (368) to Northwest Territories.
- (2) Represents population of area as after formation of Provinces of Saskatchewan and Alberta.
- (3) As corrected by Extension of Boundaries Act, 1912.
- (4) The 485 persons of the Canadian Navy are distributed among the provinces.

TABLE 2.—Per cent distribution of the population, 1871-1931.

Provinces	1871	1881	1891	1901	1911	1921	1931
CANADA	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Alberta	—	—	—	1.36	5.19	6.70	7.05
British Columbia	0.98	1.14	2.03	3.33	5.45	5.97	6.69
Manitoba	0.68	1.44	3.16	4.75	6.40	6.94	6.75
New Brunswick	7.74	7.43	6.65	6.16	4.88	4.41	3.93
Nova Scotia	10.51	10.19	9.32	8.56	6.83	5.96	4.94
Ontario	43.94	44.56	43.74	40.64	35.07	33.38	33.08
P. E. Island	2.55	2.52	2.25	1.92	1.30	1.01	0.85
Quebec	32.30	31.42	30.80	30.70	27.83	26.87	27.70
Saskatchewan	—	—	—	1.70	6.84	8.62	8.88
Yukon	—	—	—	0.51	0.12	0.05	0.04
Northwest Territories	1.30	1.30	2.05	0.37	0.09	0.09	0.09

TABLE 3.—Numerical Increase in Population of Canada by Provinces and Territories, 1871-1931.

Provinces	Population in 1871	Increase by Decades—1871 to 1931						Population in 1931	Increase 1871 to 1931
		1871	1881	1891	1901	1911	1921		
		to 1881	to 1891	to 1901	to 1911	to 1921	to 1931		
CANADA	3,689,257	635,553	508,429	538,076	1,835,328	1,581,306	1,588,837	10,376,786	6,687,529
Alberta	—	—	—	73,022	301,273	214,191	143,119	731,605	731,605
British Columbia	36,247	13,212	48,714	80,484	213,823	132,131	169,652	694,263	658,016
Manitoba	25,228	37,032	90,246	102,705	206,183	148,758	89,987	700,139	674,911
New Brunswick	285,594	35,639	30	9,857	20,769	36,008	20,322	408,219	122,625
Nova Scotia	387,800	52,772	9,824	9,178	32,764	31,529	-11,021	512,846	125,046
Ontario	1,620,851	306,071	187,399	68,626	344,345	406,532	497,859	3,431,683	1,810,832
P. E. Island	94,021	14,870	187	-5,819	-9,531	-5,108	-582	88,038	-5,983
Quebec	1,191,516	167,511	129,508	160,363	356,878	355,019	513,460	2,874,255	1,682,739
Saskatchewan	—	—	—	91,279	401,153	265,120	164,233	921,785	921,785
Yukon	—	—	—	27,219	-18,707	-4,355	73	4,230	4,230
Northwest Territories	48,000	8,446	42,521	-78,838	-13,622	1,481	1,735	9,723	-38,277

TABLE 4.—Increase per cent of Population by Provinces, 1871 to 1931.

Provinces	Population in 1871	Per cent Increase by Decades						Per cent Increase in 60 years
		1871	1881	1891	1901	1911	1921	
		to 1881	to 1891	to 1901	to 1911	to 1921	to 1931	
CANADA	3,689,257	17.23	11.76	11.13	34.17	21.94	18.08	181.27
Alberta	—	—	—	—	412.58	57.22	24.33	—
British Columbia	36,247	36.45	98.49	81.98	119.68	33.66	32.35	1,815.37
Manitoba	25,228	146.79	144.95	67.34	80.79	32.23	14.75	2,675.25
New Brunswick	285,594	12.48	0.09	3.07	6.27	10.23	5.24	42.94
Nova Scotia	387,800	13.60	2.23	2.04	7.35	6.40	-2.10	32.24
Ontario	1,620,851	18.88	9.73	3.25	15.77	16.08	16.98	111.72
P. E. Island	94,021	15.82	0.18	-5.34	-9.31	-5.46	-0.68	-6.36
Quebec	1,191,516	14.06	9.53	10.77	21.64	17.69	21.76	141.23
Saskatchewan	—	—	—	—	439.48	53.83	21.69	—
Yukon	—	—	—	—	-68.73	-51.16	1.76	—
Northwest Territories	48,000	17.60	75.33	-79.66	-67.67	22.76	21.72	-79.74

Increase of the Native-Born.—We may begin with a sketch of the native-born population in the Maritimes during the past six decades, especially significant as an index of prosperity—for the native knows the conditions in his home province, while the immigrant frequently comes because he has not been prosperous elsewhere. The facts, derived from the "birthplace" statistics of the Census, are set out in the following tables:—

TABLE 5.—Native-born Population of the Maritime Provinces.

Census	Prince Edward Island	Nova Scotia	New Brunswick
1861	63,027	298,192	199,445
1871	80,271	358,560	248,879
1881	99,397	412,859	290,165
1891	102,680	424,081	299,257
1901	99,006	435,172	313,178
1911	91,154	456,063	333,576
1921	86,250	480,332	366,418
1931	85,251	471,049	383,818

TABLE 6. Percentage Increase of the Native-Born Population.

Decade	Prince Edward Island	Nova Scotia	New Brunswick
1861-1871	27.3	20.2	24.8
1871-1881	23.8	15.1	16.6
1881-1891	3.3	2.7	3.1
1891-1901	x 13.6	2.6	4.6
1901-1911	x 7.9	4.8	6.5
1911-1921	x 5.4	5.3	9.9
1921-1931	x 1.2	x 1.9	4.7

x Decrease.

The outstanding fact in these tables is that the growth of native population began to decline seriously in the seventies, and that it had all but ceased in the eighties, since when it has only slightly recovered. To expand the statement somewhat: the growth of the Maritimes in native population during the decade 1861-71 was still extraordinarily rapid—as rapid, in fact, as that which has recently marked the Prairie Provinces and Quebec. Even at that time, as we shall see below, certain numbers were leaving to seek their fortunes elsewhere, but the population was young, vigorous and rural; it was an age of large families, and the native-born population grew despite a moderate amount of emigration.

During the seventies, the native increase was but two-thirds as great as in the preceding decade. The cause was obviously emigration, as may be seen from later evidence. It therefore appears that the conditions which have recently come into general notice really began during the seventies. The Franco-Prussian war had just ended, leaving depression in its wake; there was reaction from a long period of inflation; reciprocity between Canada and the United States had been terminated; and the wooden ship of the Maritimes was being ousted by the steel. The depression which lasted from 1873 to 1896 was not limited to the Maritime Provinces nor indeed to Canada; but it was in this period and especially in its closing years that the most severe loss of population experienced in the Maritime Provinces occurred. Another factor which must not be overlooked is the fall in the general birth rate which set in during the eighties and which will be specially mentioned later on.

Business conditions in general began to improve about 1896, when investment and development once more became considerable. During the period 1901-1911 the gain of native-born population from the Maritime Provinces became greater, and Nova Scotia obtained a share of the new immigration which was coming to Canada. War conditions hindered emigration between 1911 and 1921, and the loss of population by emigration, war, and the influenza epidemic combined was less than that due to emigration alone in any previous decade since 1881. A large number of immigrants came into Nova Scotia and New Brunswick during the years preceding the war, and many of them were still in these provinces in 1921. Only Prince Edward Island, the most typically rural of the three provinces, continued to lose population more rapidly than it could be replaced by natural increase or immigration during the decade 1911-1921. Both Nova Scotia and Prince Edward Island showed an actual decline of native-born population in the nineteen-twenties.

It should be noted that increases in native-born population in an area which is attracting immigrants are partly due to the replacement in the Census of immigrant parents by native-born children. In such an area the percentage of increase in the native-born population will be greater than the natural increase.

2. The Present Status of the Maritimes among the Provinces of Canada in Certain Population Attributes. Before proceeding with an analysis of the trend of population growth in the Maritimes, it may be useful to present a comprehensive picture of their present status, including in this picture as many attributes as can conveniently be assembled in one table. Table 7 shows the position of the Maritimes among the provinces of Canada in absolute figures of total population, native population, British population, non-alien population and province-born population.

TABLE 7. The Maritimes Compared with the Remaining Provinces of Canada in Different Types of Population, 1931.

Province	Total Population	Population of Canadian born	Population of British races	Non-alien Population
P. E. Island	88,038	85,251	73,758	87,433
Nova Scotia	512,846	471,049	391,878	506,570
New Brunswick	408,219	383,818	255,567	404,150
Quebec	2,874,255	2,622,510	432,726	2,803,697
Ontario	3,431,683	2,627,398	2,539,771	3,282,093
Manitoba	700,139	463,550	368,010	646,453
Saskatchewan	921,785	603,240	437,836	843,262
Alberta	731,605	425,867	389,238	642,594
British Columbia	694,263	374,733	489,923	618,183
Yukon	4,230	2,658	1,741	3,734
Northwest Territories	9,723	9,184	623	9,478
CANADA	10,376,786	8,069,258	5,381,071	9,847,647

TABLE 7.--The Maritimes Compared with the Remaining Provinces of Canada in Different Types of Population, 1931 - Continued.

Province	Province-born Population living in Province	Province-born living in other parts of Canada	Natural Increase	Immigrants and Returning Cana- dians (Fiscal year 1931)
P. E. Island	82,724	17,014	967	313
Nova Scotia	454,944	52,291	5,647	1,959
New Brunswick	360,149	42,900	6,157	2,053
Quebec	2,541,913	154,209	49,119	15,780
Ontario	2,478,898	315,733	33,504	27,000
Manitoba	373,686	89,856	9,057	6,753
Saskatchewan	442,040	60,125	15,265	4,412
Alberta	800,200	36,474	11,950	5,377
British Columbia	233,195	14,546	4,290	4,833
Yukon	1,768	412	-	11
Northwest Territories	7,880	392	-	4
CANADA	7,277,397	783,952	135,956	68,495

It will be observed that Nova Scotia, while only the sixth province of Canada in population, is the fourth in native population, the fifth in British population, the sixth in non-alien population and the third in province-born population. New Brunswick, while the seventh in total population is the sixth in native and the fifth in province-born population. For certain purposes the relative sizes of the populations of the provinces are portrayed more faithfully in some of the succeeding columns than in the column of total population e.g. it is true to say that Nova Scotia is the third province in Canada in province-born population and therefore should rank third when we are considering questions involving knowledge of one's own province. Again, Nova Scotia is the fourth province from the standpoint of homogeneity.

There is a further feature shown in a separate table (Table 8), that requires a word of explanation. Obviously time lived in Canada is an important attribute. It may be assumed that a population with a large element only a few years in the country is less stable than one living a life-time in the country. Included in the last census were 383,000 persons who had arrived after 1926 - the equivalent of the native-born population of New Brunswick or of almost the whole province. Consequently it will be useful to show the comparative population of the different provinces in terms of "life population", i.e. the number spending on an average a life-time in Canada. For this purpose the native-born are considered as living their life in Canada up to their present age, while the immigrants are weighted according to their time in Canada. A "life population" is taken as living in Canada on an average of 60 years, this being the life expectation in 1931.

TABLE 8.--Mean Ages of Native Population and Time in Canada of Immigrant Population, 1931.

Province	Actual Population		Mean age of Cana- dian-born	Average years of Residence in Canada of Immigrants
	Canadian Born	Immigrant		
CANADA	8,054,526	2,297,430	25	17
P. E. Island	85,244	2,740	30	9
Nova Scotia	470,949	41,530	28	18
New Brunswick	383,755	24,310	27	17
Quebec	2,621,936	250,896	25	17
Ontario	2,626,718	801,126	28	13
Manitoba	463,460	235,846	21	20
Saskatchewan	603,134	316,984	19	19
Alberta	425,795	305,323	19	18
British Columbia	373,535	318,675	23	20

TABLE 9.—Average Number of Persons Spending a Life Time (60 years) in Canada
expressed as a Percentage of the Total Population.

Province	Life Population (Canadian- born)	Life Population (Immigrant)	Total Life Population	Life Population as a per cent of total popu- lation
CANADA	3,360,122	632,914	3,993,036	39
P. E. Island	42,622	416	43,038	49
Nova Scotia	223,407	10,765	234,172	46
New Brunswick	171,730	6,738	178,468	44
Quebec	1,086,311	69,833	1,156,144	40
Ontario	1,208,241	173,310	1,381,551	40
Manitoba	162,597	77,357	239,954	34
Saskatchewan	188,479	100,423	288,902	31
Alberta	134,480	89,204	223,684	31
British Columbia	142,255	104,868	230,409	36

It will be seen that Nova Scotia is the fifth province in "life population" but very close to the fourth (Manitoba) and even the third (Saskatchewan); also that while its total populace is slightly less than 5 per cent of the whole of Canada, its "life population" is almost 6 per cent of that of Canada. The last column in the table might perhaps be taken as an index of stability, in which case the three Maritime provinces lead the provinces of Canada. It might also be pointed out that the above table does not give the Maritime Provinces credit for the number of province-born living in other provinces of Canada (see Table 7).

Tables 10 to 12 and Chart 1 assemble further attributes, Table 10 showing certain ratios, Chart 1 the age distribution, Table 11 also age distribution and Table 12 age potentialities and the functions of the population in terms of these potentialities.

TABLE 10.—Canada by Provinces per 1,000, 1931: Certain Attributes of the Population
Expressed as Ratios to the Total Population.

Province	Birth Rate	Death Rate	Vital Index	Marriage Rate	Infantile Mortality	Mean Age	Masculinity	Per cent Gainfully occupied	Per cent ^x at School	Per cent British Races	Per cent Non-alien
P. E. Island	21.4	10.4	2.1	5.6	68.1	30.1	1.064	36.5	22.6	83.8	99.3
Nova Scotia	22.6	11.6	1.9	6.6	78.7	28.7	1.054	35.3	25.9	76.4	98.8
New Brunswick	26.5	11.4	2.3	6.2	87.4	27.3	1.045	34.3	24.0	62.6	99.0
Quebec	29.1	12.0	2.4	5.8	112.9	25.9	.986	35.6	23.6	15.1	97.5
Ontario	20.2	10.4	1.9	6.9	69.8	30.1	.962	39.2	25.3	74.0	95.6
Manitoba	20.5	7.6	2.7	7.0	64.3	27.6	1.108	38.7	25.3	52.6	92.3
Saskatchewan	23.1	6.6	3.5	6.2	68.6	25.6	1.185	36.8	26.6	47.5	91.5
Alberta	23.6	7.2	3.3	7.0	69.4	26.8	1.208	39.1	24.6	53.0	87.8
British Columbia	15.0	8.8	1.7	5.6	49.4	31.5	1.246	44.1	20.4	70.6	89.0
CANADA (nine provinces)	23.2	10.1	2.3	6.4	84.7	28.1	1.074	37.9	24.5	51.9	94.9

¹ Births divided by deaths.

^x The figures are taken from the Annual Survey of Education instead of the census for certain reasons: (1) that the census does not show the year's enrolment after June 1; (2) probably does not show persons belonging to the province but going to school elsewhere; (3) probably does not show all the persons going to higher institutions, night schools etc. The census figures refer only to persons enumerated as on June 1, 1931.

TABLE 11.--Per cent Distribution of Population by Quinquennial Age Groups for the Maritimes.

Ages	Prince Edward Island	Nova Scotia	New Brunswick
0-4	10.39	10.38	11.65
5	10.86	11.15	12.33
10	10.68	11.02	11.47
15	10.11	10.39	10.50
20	8.02	8.43	8.43
25	6.04	6.49	6.45
30	5.69	5.83	5.85
35	5.92	5.98	5.86
40	5.15	5.36	5.15
45	4.98	5.11	4.83
50	4.72	4.62	4.24
55	3.94	3.89	3.51
60	3.59	3.39	3.04
65	3.41	2.83	2.50
70	2.74	2.16	1.92
75	1.93	1.49	1.23
80	1.09	.87	.65
85	.55	.41	.29
90	.13	.13	.08
95	.03	.03	.02
100 +	.00	.00	.00

TABLE 12.--Canada 1931. Actual Rates of Vital Attributes and Employment Attributes as compared with the Potential Rates arising from the Age and Sex Distribution.

Note: The specific rates for each age group of Canada as a whole are used in determining the potentialities; the only variable as between provinces being the age and sex distribution.

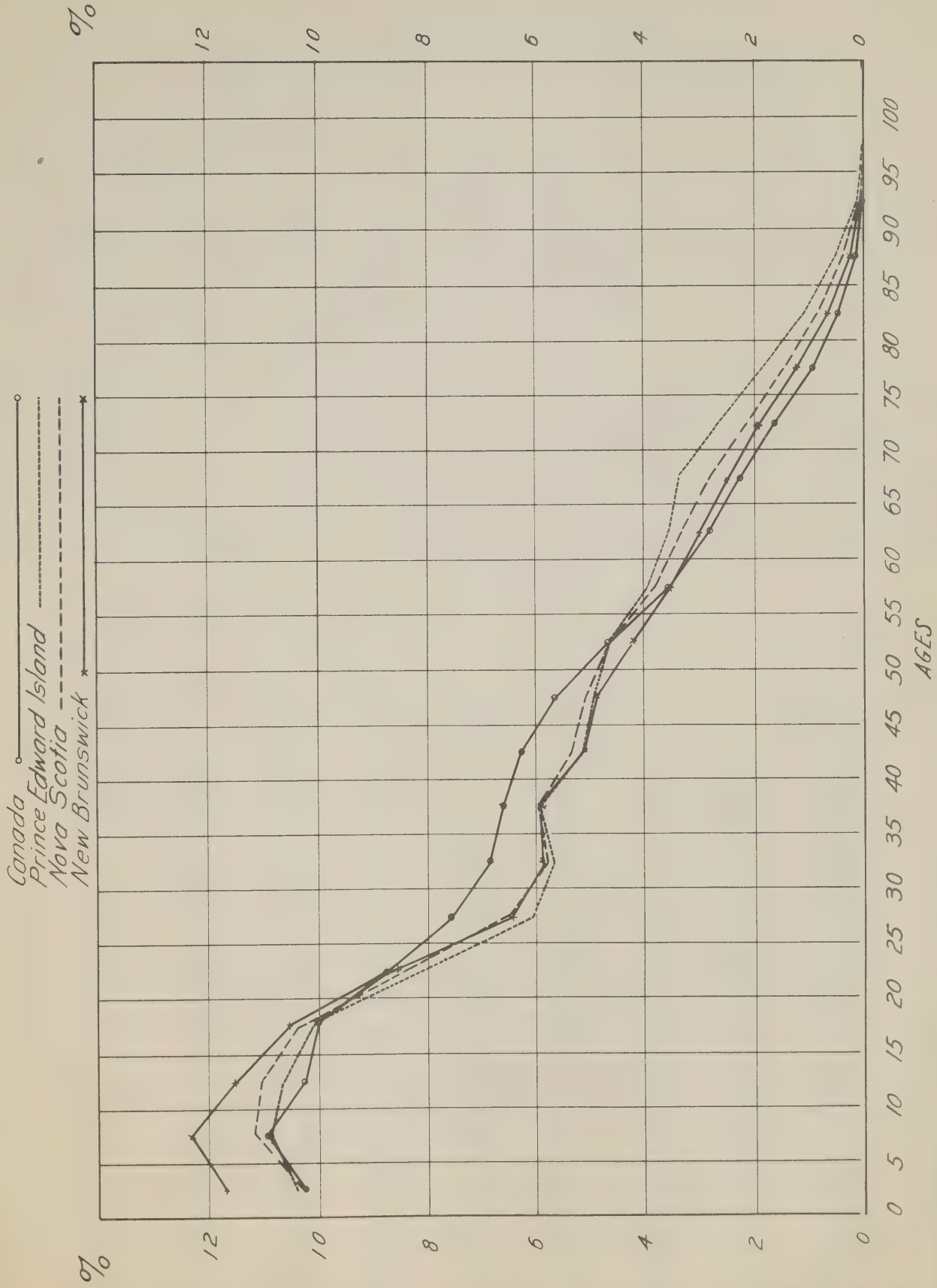
Province	Births			Deaths			Marriages		
	Actual Rate (%)	Potential Rate (%)	A:P	Actual Rate (%)	Potential Rate (%)	A:P	Actual Rate (%)	Potential Rate (%)	A:P
	A	P		A	P		A	P	
CANADA	2.3			1.01			0.64		
P. E. Island	2.1	1.9	1.11	1.04	1.36	0.76	0.56	0.57	0.98
Nova Scotia	2.3	2.0	1.15	1.16	1.21	0.96	0.66	0.59	1.12
New Brunswick	2.7	2.0	1.35	1.14	1.12	1.02	0.62	0.59	1.05
Quebec	2.9	2.2	1.32	1.20	0.97	1.24	0.58	0.66	0.88
Ontario	2.0	2.3	0.87	1.04	1.07	0.97	0.69	0.64	1.08
Manitoba	2.1	2.3	0.91	0.76	0.90	0.84	0.70	0.69	1.01
Saskatchewan	2.3	2.2	1.05	0.66	0.85	0.78	0.62	0.64	0.97
Alberta	2.4	2.4	1.00	0.72	0.85	0.85	0.70	0.66	1.06
British Columbia	1.5	2.4	0.63	0.88	0.97	0.91	0.56	0.63	0.89

Gainfully Occupied

Earning Capacity

Province	Actual Rate (%)	Potential Rate (%)	A:P	Actual Rate (Dollars per person per year)	Potential Rate (Dollars per person per year)	A:P
	A	P		A	P	
CANADA	37.85			849		
P. E. Island	36.54	35.61	1.03	594	768	0.77
Nova Scotia	35.31	35.78	0.99	700	844	0.83
New Brunswick	34.30	34.38	1.00	686	828	0.83
Quebec	35.58	34.77	1.02	823	821	1.00
Ontario	39.23	38.74	1.01	925	856	1.08
Manitoba	38.66	38.66	1.00	846	854	0.99
Saskatchewan	36.77	37.80	0.97	714	835	0.86
Alberta	39.12	39.89	0.98	834	870	0.96
British Columbia	44.11	44.34	0.99	853	910	0.94

PERCENTAGE OF THE POPULATION AT EACH AGE IN 1931, CANADA AND THE MARITIME PROVINCES.



3. Description of the Growth of Population since 1851.—When the growth of large areas such as whole provinces is traced, important elements of growth are obscured, especially the beginnings of population movement and the nature of the areas into or from which the movement was directed. New Brunswick as a whole has kept growing to date and Nova Scotia kept growing until after 1921, while Prince Edward Island has been decreasing since 1890. And yet closer investigation will reveal that the movement away from the first two named provinces—at least from Nova Scotia—has been greater than from the Island. When a population moves from one part of a province into another (cities, etc.) or when the population of the province moves out and is replaced by inward movements from other provinces or from abroad, there may be a net growth in the whole province, so that the outward movement is disguised. What seems most significant in a study of population growth is this movement out or in. If we know when it began and the nature of the areas where it occurred, we are enabled to understand why it occurred. Some interesting features in connection with population growth in the Maritimes are brought out in certain of the tables following. One is the above mentioned fact that Prince Edward Island has shown a smaller outward movement than the other Maritimes. Another is the fact that while two of the Maritimes have shown actual decreases in population since 1921 and while all three have grown very slowly since Confederation, the working force has increased fairly rapidly. In proportion to population growth this working force has increased in Prince Edward Island more rapidly than in the other Maritimes, the second in order being Nova Scotia. In the Island the working force (the number gainfully occupied) increased 1.16 times as fast as the population between 1881 and 1931, in Nova Scotia, 1.10 times as fast and in New Brunswick, 1.05 times as fast. Another feature is that while the so-called rural population has been decreasing, the farm population, especially the workers on farms, does not show much evidence of shortage. The variable element that determines whether the rural population grows or not, seems to be the rural population that is not farm population. These features would seem to be worthy of study as possibly explaining the growth.

In accordance with the above-mentioned plan of studying the population growth in the Maritimes by smaller areas instead of whole provinces, this section contains Table 13 showing the land areas and the population of each of the counties (permanent areas) from 1851 to 1931; Table 14, the same for the rural parts of these counties for the same years; Tables 15 and 16 the same information as Tables 13 and 14 only expressed in percentages of increase or decrease, while two maps, the first for the counties as a whole, the second for the rural parts, show the densities of population of these counties both at the present and at the time when they had their highest population to date. These densities are important, since a conception of them assists us to understand the stage of growth these counties reached. The densities are arranged in classes with class intervals of 5 to the square mile, as any smaller interval would not only be difficult to represent on a map but would also be of doubtful significance. If a county has decreased in population, but not enough to change its class, this county may be regarded as stationary, while if the county has decreased enough to change its class it may be regarded as having decreased. Thus none of the counties of Prince Edward Island have changed class; while Antigonish, Nova Scotia, has decreased three classes.

TABLE 13.—Population of the Maritime Provinces by Counties, 1851–1931.

Note: For percentages of increase see Table 15.

Counties	Land Area in Square Miles	Population in								
		1851	1861	1871	1881	1891	1901	1911	1921	1931
CANADA	3,466,793	2,419,597	3,201,418	3,689,257	4,324,810	4,833,239	5,371,315	7,206,643	8,787,949	10,376,786
PRINCE EDWARD ISLAND	2,184	62,678	80,857	94,021	108,891	109,078	103,259	93,728	88,615	88,038
1. Kings	641	15,425	19,931	23,068	26,433	26,633	24,725	22,636	20,445	19,147
2. Prince	778	15,142	21,401	28,302	34,347	36,470	35,400	32,779	31,520	31,500
3. Queens	765	32,111	39,525	42,651	48,111	45,975	43,134	38,313	36,650	37,391
NOVA SCOTIA	20,743	276,854	330,857	387,800	440,552	450,396	459,574	492,338	523,837	512,846
4. Annapolis	1,285	14,286	16,753	18,121	20,598	19,350	18,842	18,581	18,153	16,297
5. Antigonish	541	13,467	14,871	16,512	18,060	16,114	13,617	11,962	11,580	10,073
6. Cape Breton	972	18,822	20,866	26,454	31,258	34,244	49,166	73,330	86,296	92,419
7. Colchester	1,451	15,469	20,045	23,331	26,720	27,160	24,900	23,664	25,196	25,051
8. Cumberland	1,683	14,339	19,533	23,518	27,368	34,529	36,168	40,543	41,191	36,366
9. Digby	970	12,252	14,751	17,037	19,881	19,897	20,322	20,167	19,612	18,353
10. Guysborough	1,611	10,840	12,713	16,555	17,808	17,195	18,320	17,048	15,518	15,443
11. Halifax	2,063	39,914	49,021	56,963	67,917	71,358	74,662	80,257	97,228	100,204
12. Hants	1,229	14,330	17,460	21,301	23,359	22,052	20,056	19,703	19,739	19,393
13. Inverness	1,409	16,917	19,967	23,415	25,651	25,779	24,353	25,571	23,808	21,055
14. Kings	842	14,138	18,731	21,510	23,469	22,489	21,937	21,780	23,723	24,357
15. Lunenburg	1,169	16,395	19,632	23,834	28,583	31,075	32,389	33,260	33,742	31,674
16. Pictou	1,124	25,587	28,785	32,114	35,535	34,541	33,459	35,858	40,851	39,018
17. Queens	983	7,256	9,365	10,554	10,577	10,610	10,226	10,106	9,944	10,612
18. Richmond	489	10,380	12,607	14,268	15,121	14,399	13,515	13,273	12,577	11,098
19. Shelburne	979	10,622	10,668	12,417	14,913	14,956	14,202	14,105	13,491	12,485
20. Victoria	1,105	8,698	9,643	11,346	12,470	12,432	10,571	9,910	8,814	8,009
21. Yarmouth	838	13,142	15,446	18,550	21,284	22,216	22,869	23,220	22,374	20,939
NEW BRUNSWICK	27,710	193,800	252,047	285,594	321,233	321,263	331,120	351,889	387,876	408,219
22. Albert	687	6,313	9,444	10,672	12,329	10,971	10,925	9,691	8,607	7,679
23. Carleton	1,311	11,108	16,373	19,938	23,365	22,529	21,621	21,446	21,100	20,796
24. Charlotte	1,254	19,938	23,663	25,882	26,087	23,752	22,415	21,147	21,435	21,337
25. Gloucester	1,870	11,704	15,076	18,810	21,614	24,897	27,936	32,662	38,684	41,914
26. Kent	1,749	11,410	15,854	19,101	22,618	23,845	23,958	24,376	23,916	23,478
27. Kings	1,386	18,842	23,283	24,593	25,617	23,087	21,655	20,594	20,399	19,807
28. Madawaska	1,273	3,361	4,786	7,234	8,676	10,512	12,311	16,678	20,138	24,527
29. Northumberland	4,711	15,064	18,801	20,116	25,109	25,713	28,543	31,194	33,985	34,124
30. Queens	1,385	10,634	13,359	13,847	14,017	12,152	11,177	10,897	11,679	11,219
31. Restigouche	3,270	4,161	4,874	5,575	7,058	8,308	10,586	15,687	22,839	29,859
32. St. John	616	38,475	48,922	52,120	52,966	49,574	51,759	53,572	60,486	61,613
33. Sunbury	1,088	5,301	6,057	6,824	6,651	5,762	5,729	6,219	6,162	6,999
34. Victoria	2,092	2,047	2,915	4,407	7,010	7,705	8,825	11,544	12,800	14,907
35. Westmorland	1,412	2,814	25,247	29,335	37,719	41,477	42,060	44,621	53,387	57,506
36. York	3,576	17,628	23,393	27,140	30,397	30,979	31,620	31,561	32,259	32,454

7. Includes personnel of Royal Canadian Navy. X 1848 figures used.

TABLE 14.--Population of the Maritime Provinces by Counties (exclusive of all Incorporated Places), 1871-1931.

Notes: For percentages of increase see Table 16.

Counties	Land Area in Square Miles	Population in						
		1871	1881	1891	1901	1911	1921	1931
CANADA	3,466,793	2,741,675	3,010,839	2,966,985	3,232,560	3,875,534	4,384,688	4,804,129
PRINCE EDWARD ISLAND	2,184	81,414	94,575	95,038	87,401	79,068	70,708	67,653
1. Kings	641	22,068	25,315	25,573	22,462	20,537	17,761	16,469
2. Prince	778	25,502	31,494	33,588	32,525	30,101	27,111	26,154
3. Queens	765	33,844	37,766	35,877	32,414	28,430	25,836	25,030
NOVA SCOTIA	20,743	321,120	353,929	339,488	314,466	302,121	297,682	298,392
4. Annapolis	1,285	16,400	18,520	17,274	16,428	15,739	15,356	13,528
5. Antigonish	541	16,512	18,060	15,421	11,779	10,175	9,834	8,309
6. Cape Breton	972	21,060	24,918	24,403	21,883	22,562	22,675	23,154
7. Colchester	1,451	21,217	23,259	22,058	18,907	16,924	16,815	16,347
8. Cumberland	1,683	21,649	24,194	24,026	21,567	20,593	20,217	18,509
9. Digby	970	16,095	18,603	17,606	19,177	18,920	18,382	16,941
10. Guysboro	1,611	15,851	16,908	16,064	16,841	15,431	13,892	12,893
11. Halifax	2,063	27,381	28,031	26,669	29,024	28,580	30,957	50,029
12. Hants	1,229	19,020	20,823	19,222	16,494	16,123	16,110	15,657
13. Inverness	1,409	22,515	24,651	24,521	22,864	21,090	19,171	16,518
14. Kings	842	19,731	21,344	20,803	18,794	18,018	19,263	18,669
15. Lunenburg	1,169	22,057	26,379	28,383	26,404	26,853	26,626	24,620
16. Pictou	1,124	23,733	25,312	21,564	18,697	16,220	16,183	15,447
17. Queens	983	8,350	8,353	8,564	8,289	7,997	7,650	7,943
18. Richmond	489	13,277	13,822	13,200	12,347	12,145	11,460	11,098
19. Shelburne	979	9,983	11,630	12,436	10,225	11,003	10,315	9,131
20. Victoria	1,105	10,209	11,323	11,147	9,333	8,850	7,854	8,009
21. Yarmouth	838	16,050	17,799	16,127	15,413	15,168	13,877	11,590
NEW BRUNSWICK	27,710	223,287	251,998	245,884	244,555	255,891	267,174	278,120
22. Albert	687	10,672	12,329	10,971	10,925	9,691	8,607	7,679
23. Carleton	1,311	17,656	20,878	19,241	17,977	17,590	16,841	16,630
24. Charlotte	1,254	21,882	22,085	18,926	15,734	14,532	13,832	13,871
25. Gloucester	1,870	17,885	20,654	23,897	26,892	31,702	35,357	38,614
26. Kent	1,749	19,101	22,618	23,845	23,958	24,276	23,045	22,320
27. Kings & Queens	1,386 & 1,385	36,834	38,284	33,939	31,434	29,585	29,391	28,259
28. Madawaska	1,273	6,934	7,876	9,612	11,311	14,857	16,103	18,097
29. Northumberland	4,711	15,103	19,054	19,742	21,168	23,583	25,972	26,724
30. Queens				(Included with Kings)				
31. Restigouche	3,270	5,325	6,080	6,520	7,072	10,220	15,311	19,380
32. Saint John	616	10,795	11,613	10,395	11,048	11,061	13,320	14,099
33. Sunbury	1,088	6,824	6,651	5,762	5,729	6,219	6,162	6,999
34. Victoria	2,092	4,407	7,010	7,175	8,181	10,264	11,473	13,351
35. Westmorland	1,442	28,735	32,687	32,715	30,515	29,795	31,153	31,963
36. York	3,576	21,134	24,179	23,138	22,611	22,516	20,607	20,135

TABLE 15.--Increase in the Population of Counties of the Maritimes as Per Cent of the Population of Previous Census, 1851-1931.

Counties	Land Area (Square Miles)	1851- 1861	1861- 1871	1871- 1881	1881- 1891	1891- 1901	1901- 1911	1911- 1921	1921- 1931
CANADA	3,466,793	32.31	15.24	17.23	11.76	11.13	34.17	21.94	18.08
PRINCE EDWARD ISLAND	2,184	29.00	16.28	15.82	0.18	-5.34	-9.31	-5.46	-0.68
1. Kings	641	29.21	15.74	14.59	0.76	-7.17	-8.45	-9.68	-6.35
2. Prince	778	41.34	32.25	21.36	6.18	-2.11	-7.41	-3.84	-0.07
3. Queens	765	23.09	7.91	12.80	-4.54	-6.18	-11.18	-4.34	2.02
NOVA SCOTIA	20,743	19.51	17.21	13.60	2.23	2.04	7.35	6.40	-2.10
4. Annapolis	1,285	17.27	8.17	13.67	-6.06	-2.62	-1.39	-2.30	-10.22
5. Antigonish	541	10.43	11.03	9.37	-10.72	-15.50	-12.15	-3.20	-13.01
6. Cape Breton	972	10.86	26.78	17.11	9.55	43.58	49.15	15.90	7.09
7. Colchester	1,451	29.58	16.39	14.49	1.65	-8.32	-4.92	6.48	-0.57
8. Cumberland	1,683	36.22	20.40	16.38	26.17	4.75	12.10	1.60	-1.17
9. Digby	970	20.40	15.50	16.70	0.08	2.14	-0.71	-2.75	-6.43
10. Guysboro	1,611	17.28	30.22	7.56	-3.44	6.54	-6.94	-8.97	-0.49
11. Halifax	2,063	22.82	16.20	19.22	5.08	4.63	7.49	21.14	3.06
12. Hants	1,229	21.84	22.00	9.66	-5.60	-9.05	-1.76	0.18	-1.71
13. Inverness	1,409	18.03	17.27	9.55	0.50	-5.50	5.00	-6.89	-11.57
14. Kings	842	32.49	14.84	9.11	-4.18	-2.46	-0.70	8.92	2.67
15. Lunenburg	1,169	19.74	21.40	19.93	8.72	4.23	2.69	1.45	-6.13
16. Pictou	1,124	12.50	11.56	10.65	-2.79	-3.13	7.17	13.92	-4.48
17. Queens	983	29.06	12.70	0.21	0.31	-3.61	-1.17	-1.60	6.72
18. Richmond	489	21.45	13.17	5.98	-4.71	-6.14	-1.79	-5.24	-11.90
19. Shelburne	979	0.43	16.39	20.10	0.29	-5.04	-0.69	1.16	-10.44
20. Victoria	1,105	10.86	17.66	9.90	-0.31	-14.97	-6.25	11.06	-9.02
21. Yarmouth	838	17.53	20.10	14.74	4.38	2.94	1.53	-3.64	-6.41

TABLE 15.--Increase in the Population of Counties of the Maritimes as Per cent of the Population of Previous Census, 1851-1931 - Continued.

Counties	Land Area (Square Miles)	1851- 1861	1861- 1871	1871- 1881	1881- 1891	1891- 1901	1901- 1911	1911- 1921	1921- 1931
NEW BRUNSWICK	27,710	30.05	13.13	12.48	0.09	3.07	6.27	10.23	5.24
22. Albert	687	49.60	13.00	15.52	-11.02	-0.42	-11.30	-11.19	-10.78
23. Carleton	1,311	47.40	21.77	17.19	-3.58	-4.03	-0.81	-1.60	-1.44
24. Charlotte	1,254	18.68	9.38	0.79	-8.95	-5.63	-5.66	1.36	-0.46
25. Gloucester	1,870	28.81	24.77	14.90	15.19	12.21	16.90	18.44	8.35
26. Kent	1,749	38.95	20.48	18.41	5.42	0.47	1.74	-1.89	-1.84
27. Kings	1,386	23.57	5.63	4.16	-9.88	-6.20	-4.90	-0.95	-3.10
28. Madawaska	1,273	42.40	51.15	19.93	21.16	17.11	35.47	20.75	21.79
29. Northumberland	4,711	24.81	6.99	24.82	2.41	11.01	9.29	8.95	0.41
30. Queens	1,385	25.63	3.65	1.23	-13.31	-8.02	-1.98	7.18	-2.94
31. Restigouche	3,270	17.14	14.38	26.60	17.71	33.11	48.19	45.59	30.74
32. Saint John	616	27.15	6.54	1.62	-6.40	4.41	3.50	12.91	1.86
33. Sunbury	1,088	14.26	12.66	-2.54	-13.37	-0.57	8.55	-0.93	13.58
34. Victoria	2,092	42.40	51.18	59.07	9.94	14.54	30.81	10.88	16.46
35. Westmorland	1,442	41.72	16.19	28.58	9.96	1.41	6.09	19.65	7.72
36. York	3,576	32.70	16.01	12.00	1.91	2.07	-0.19	2.21	0.60

TABLE 16.--Increase in the Population of Counties of the Maritimes as Per Cent of the Population of Previous Census, 1871-1931.

		Per Cent Increase					
Counties	Land Area (Square Miles)	1871- 1881	1881- 1891	1891- 1901	1901- 1911	1911- 1921	1921- 1931
CANADA	3,466,793	9.82	-1.46	8.95	19.89	13.14	9.57
PRINCE EDWARD ISLAND	2,184	16.17	.49	-8.03	-9.53	-10.53	-4.32
1. Kings	641	14.71	1.02	-12.17	-8.12	-13.51	-7.27
2. Prince	778	23.50	6.65	-3.16	-7.45	-9.93	-3.53
3. Queens	765	11.59	-5.00	-9.65	-12.29	-9.12	-3.12
NOVA SCOTIA	20,743	10.22	-4.08	-7.37	-3.93	-1.47	.24
4. Annapolis	11,285	12.92	-6.73	-4.90	-4.19	-2.43	-11.90
5. Antigonish	541	9.38	-14.61	-23.62	-13.62	-3.35	-15.51
6. Cape Breton	972	18.31	-2.07	-10.33	3.10	4.93	-2.20
7. Colchester	1,451	9.62	-5.16	-14.29	-10.49	-6.64	-2.78
8. Cumberland	1,683	11.76	-.69	-10.23	-4.52	-1.83	-8.45
9. Digby	970	15.58	-5.36	8.92	-1.34	-2.84	-7.84
10. Guysboro	1,611	6.67	-4.99	4.84	-8.37	-9.97	-7.19
11. Halifax	2,063	23.74	-4.86	8.83	-15.30	7.06	63.51
12. Hants	1,229	9.48	-7.69	-14.19	-2.25	-.08	-2.81
13. Inverness	1,409	9.49	-.53	-6.76	-7.76	-9.10	-13.84
14. Kings	842	8.17	-2.53	-9.66	-4.13	6.91	-3.08
15. Lunenburg	1,169	19.59	7.60	-6.97	1.70	-.85	-7.53
16. Pictou	1,124	6.65	-14.81	-13.30	-13.25	-.23	-4.55
17. Queens	983	.036	2.53	-3.21	-3.52	-4.34	3.83
18. Richmond	489	4.10	-4.50	-6.46	-1.64	-5.64	-3.16
19. Shelburne	979	10.50	6.93	-17.78	7.61	-6.25	-11.49
20. Victoria	1,105	10.91	-.16	-16.27	-5.18	-11.25	1.97
21. Yarmouth	838	10.90	-9.39	-4.43	-1.59	-8.51	-16.48
NEW BRUNSWICK	27,710	12.86	-2.43	-.54	4.64	4.41	4.10
22. Albert	687	15.53	-11.01	-.42	-11.30	-11.19	-10.78
23. Carleton	1,311	18.25	-7.84	-6.57	-2.16	-4.26	1.25
24. Charlotte	1,254	.93	-14.30	-16.87	-7.64	-4.89	.28
25. Gloucester	1,870	15.48	15.70	12.53	17.89	11.21	9.21
26. Kent	1,749	18.41	4.96	.47	1.33	-5.07	-3.15
27. Kings & Queens	1,386 & 1,385	3.94	-11.35	-7.38	-5.88	-.66	-3.85
28. Madawaska	1,273	13.59	22.04	17.68	31.35	8.39	12.48
29. Northumberland	4,711	26.16	3.61	7.22	11.41	10.13	2.90
30. Queens			(Included with Kings)				
31. Restigouche	3,270	14.18	7.34	8.37	44.51	49.81	26.58
32. Saint John	616	7.58	-10.49	6.28	.12	20.42	5.85
33. Sunbury	1,088	-.25	-13.37	-.57	8.55	-.91	13.58
34. Victoria	2,092	59.07	2.35	14.02	25.46	11.78	16.37
35. Westmorland	1,442	13.75	.09	-6.72	-2.36	4.55	2.60
36. York	3,576	14.40	-4.31	-2.28	-.42	-8.48	-2.29

The information of the preceding tables and maps may now be summarized. If we take the percentage tables as being the most convenient for ready reference we note that the general information in Tables 1 to 4 is inadequate as to the date when the population began to move from the Maritimes. At first sight also Tables 13 and 14 seem to indicate an unbroken trend of growth up to 1881-91. But, on closer study it appears that Queens, P.E.I., Annapolis, N.S., and Charlotte, Kings, Northumberland, Queens, St. John and probably Westmorland and York, N.B., showed strong symptoms of outward movement as early as 1861-71; i.e. the increases in these counties were less than the natural increase. In the case of Queens, P.E.I., the increase in 1861-71 was only 7.9 per cent as compared with 23.1 in the previous decade. Now 7.9 per cent in ten years would represent an increase of about 7/10 of one per cent in one year, or 7 per thousand, while the natural increase of Prince Edward Island in 1921 was about 11 per thousand and at the present time is about 9 per thousand. It is probable, therefore, that Queens lost at least half its natural increase in 1861-71, there being some evidence that this natural increase did not move to other parts of the province. The loss seems to have been still greater in the above mentioned counties of Nova Scotia and New Brunswick, except, of course, the last two. Reasoning in the same way, there were added to these counties in the following decade (1871-81), Antigonish, Guysboro, Hants, Inverness, Kings, Queens, Richmond and Victoria in Nova Scotia and York in New Brunswick. In 1881-91 sixteen counties in the three Maritimes showed decreases; i.e., lost their natural increase and a considerable portion of 1881 population, while the remaining counties must have lost their natural increase with the exception of Cumberland, Nova Scotia, and Madawaska and possibly Restigouche in New Brunswick, the latter increasing 17.7 per cent which was hardly equivalent to its natural increase. Thus the movement away from the Maritime provinces dates further back than a casual student would suppose.

The above applies to total population including urban. As for rural population (see Table 16) we find that at least 17 counties in the Maritimes lost their natural increase between 1871 and 1881.

If we trace the growth of the rural parts since 1881 we see that the only counties of the Maritimes that have maintained a continuous increase to date are Gloucester, Madawaska, Northumberland, Restigouche and Victoria, New Brunswick, while even of these, Gloucester and Northumberland must have lost a considerable portion of their natural increase in 1921-31. In addition to these, rural Halifax, St. John and Sunbury have shown symptoms of recovery, but it will be manifest in comparing the farm population with the total rural population (below) that this apparent recovery has been due to a non-farm rural population. Taking rural and urban combined, we find that Cape Breton, Halifax and St. John in addition to Gloucester, Madawaska, Northumberland and Restigouche show almost unbroken increases, due clearly to urban population, while Kings and Queens, Nova Scotia, and all the counties of New Brunswick except Charlotte, Kings, Albert, Queens, Kent and Carleton have maintained more or less irregular increases with the result that their 1931 population was greater than that of any previous date. All the remaining counties of the Maritimes have had a greater population at some previous date than in 1931. It is interesting to observe that the decreases in Prince Edward Island have been diminishing so that one county, Queens, showed an actual increase in 1921-31, and it is possible that the Island may show an actual increase in population at the next census. The same may be true of Guysboro, Hants and Victoria, Nova Scotia, and of Carleton, New Brunswick. To summarize for the provinces as a whole, the total population (rural and urban) of Prince Edward Island was at its highest in 1891, that of Nova Scotia in 1921, that of New Brunswick in 1931. The rural population of Prince Edward Island has been decreasing since 1891; that of Nova Scotia since 1881; while that of New Brunswick was higher in 1931 than at any previous census. Thus the rural population of Nova Scotia began to decrease before that of Prince Edward Island.

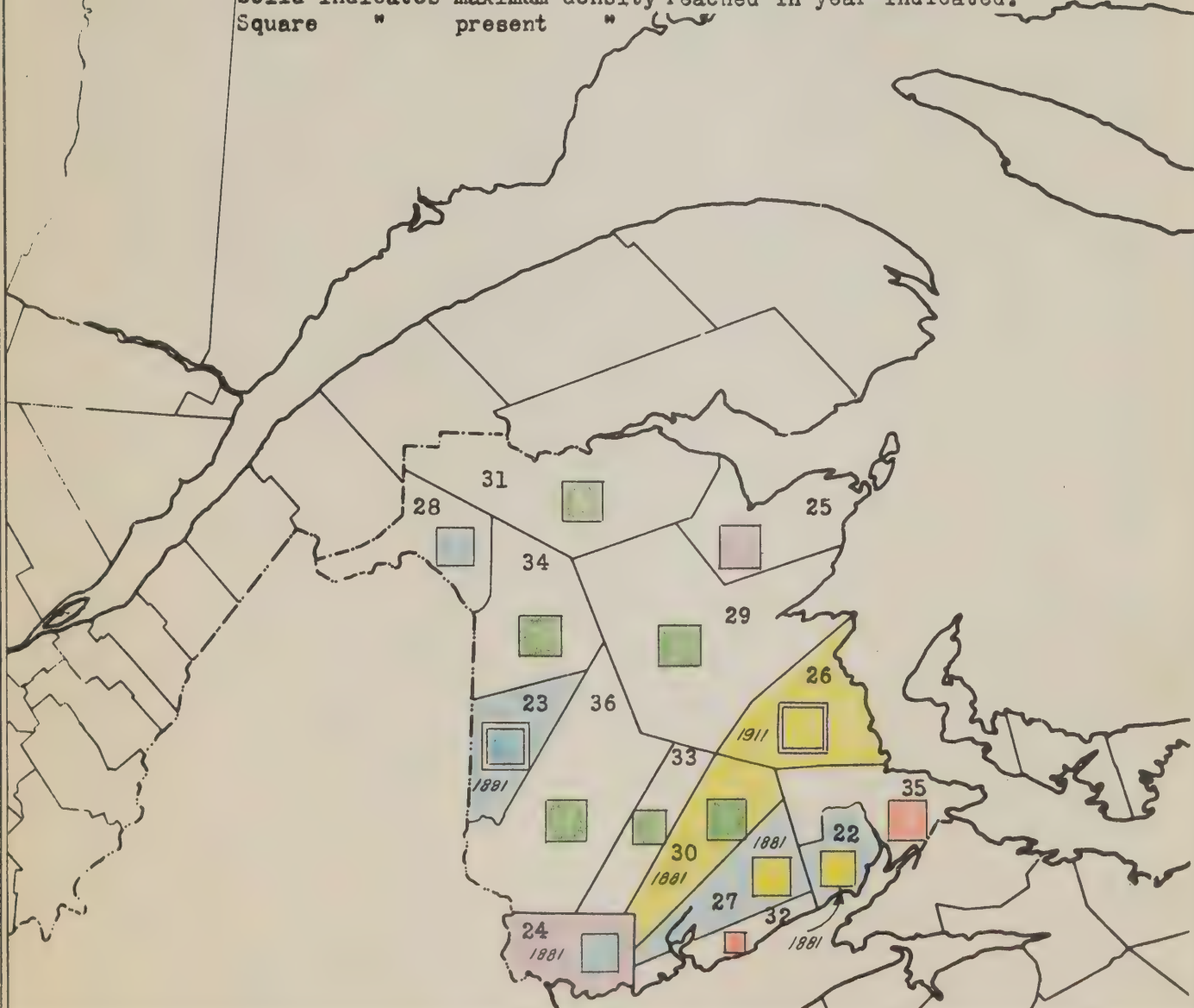
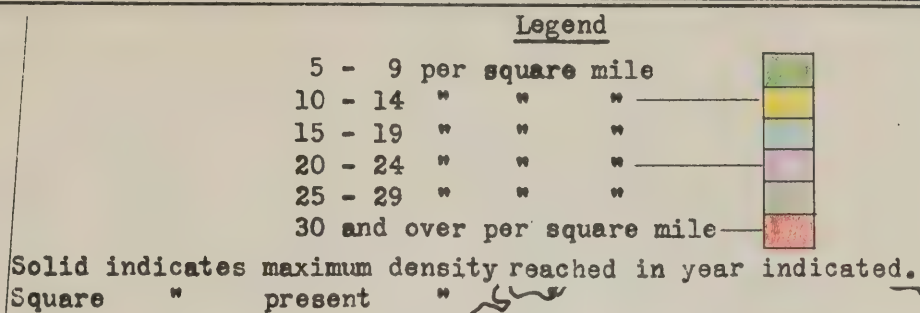
To make more clear the phases through which the counties have passed, the maps should be consulted. They show that the counties of Nova Scotia which are still growing are Halifax, Queens, Kings and Cape Breton, while Halifax county is the only one in which the rural population is still growing. In Prince Edward Island all the counties have had a maximum, while in New Brunswick 6 total and 8 rural have passed their maximum. It is clear from Table 17, that one of the chief reasons for the continued growth of such counties as rural Halifax is the existence of a large non-farm population. In further reference to this point, it is interesting to see that the first county in the Maritimes which showed a decrease in total population, viz: Sunbury, New Brunswick (1861) is now growing both in rural and total population. In 1931 Sunbury's rural population had 47 per cent non-farm population and ranked sixth in this respect among the rural counties of the Maritimes. The county in Nova Scotia which has suffered the severest rural decrease, having decreased three classes (from over 30 per square mile to about 17 per square mile) is Antigonish. It is, on the whole, a prosperous county, but it has the very lowest non-farm rural population in the Maritimes, viz: 6½ per cent as compared with 73.8 per cent in rural Halifax and 84.1 per cent in rural St. John. This leads at once to conclusions which will be emphasized by a glance at Table 18 which presents data on occupations.

As bearing upon the increases and decreases shown in the foregoing tables and maps, a further table is given showing the non-farm population of these counties in 1931 (the first time that such data were compiled) in juxtaposition with their growth between 1921 and 1931. To avoid the confusion caused by minus signs the population of 1931 is expressed as a multiple of the population of 1921 instead of showing the percentage increase or decrease; so that any index larger than 100 indicates an increase, and less, a decrease. Further, instead of arranging the counties in alphabetical or geographical order, they are arranged in the order of the size of their percentage of rural non-farm population, so that the bearing of this upon their growth in 1921-31 may more easily be detected.

By rural population is meant the population exclusive of all incorporated places. In tracing these places back, the population of the subdistrict of the county in which they are situated was taken as representing them in the years before they were incorporated to prevent the misleading figures that would arise from counting a town as rural before it was incorporated and then showing a decrease in rural population owing to its incorporation.

Map 1.

TOTAL POPULATION

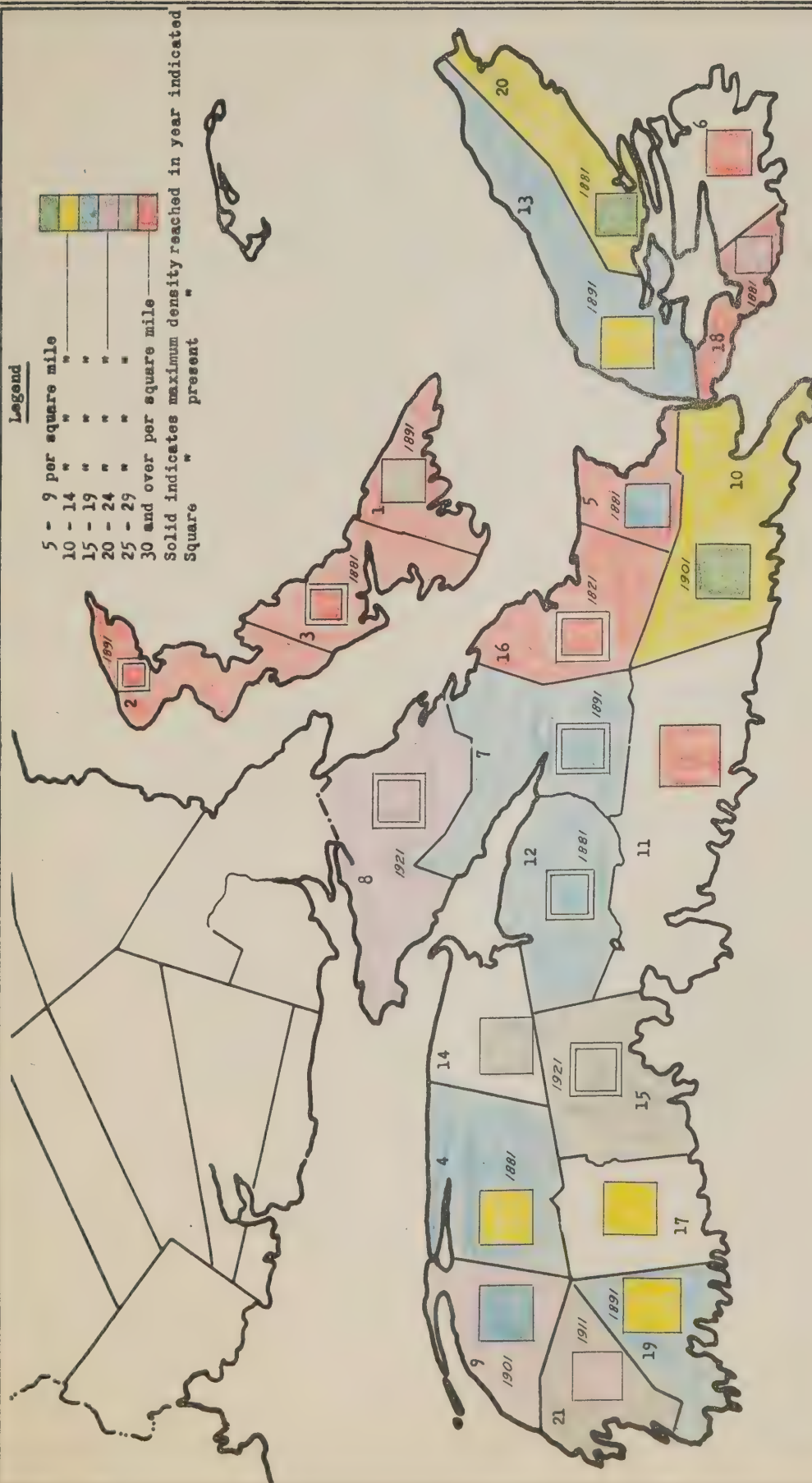
New Brunswick

22. Albert
 23. Carleton
 24. Charlotte
 25. Gloucester
 26. Kent

27. Kings
 28. Madawaska
 29. Northumberland
 30. Queens
 31. Restigouche

32. St. John
 33. Sunbury
 34. Victoria
 35. Westmoreland
 36. York

TOTAL POPULATION



Prince Edward Island

1. Kings
2. Prince
3. Queens

Nova Scotia

4. Annapolis
5. Antigonish
6. Cape Breton
7. Colchester
8. Cumberland
9. Digby
10. Guysboro
11. Halifax
12. Hants
13. Inverness
14. Kings
15. Lunenburg
16. Pictou
17. Queens
18. Richmond
19. Shelburne
20. Victoria
21. Yarmouth

Map 2.

RURAL POPULATION

Legend

5 - 9 per square mile

10 - 14 " " "

15 - 19 " " "

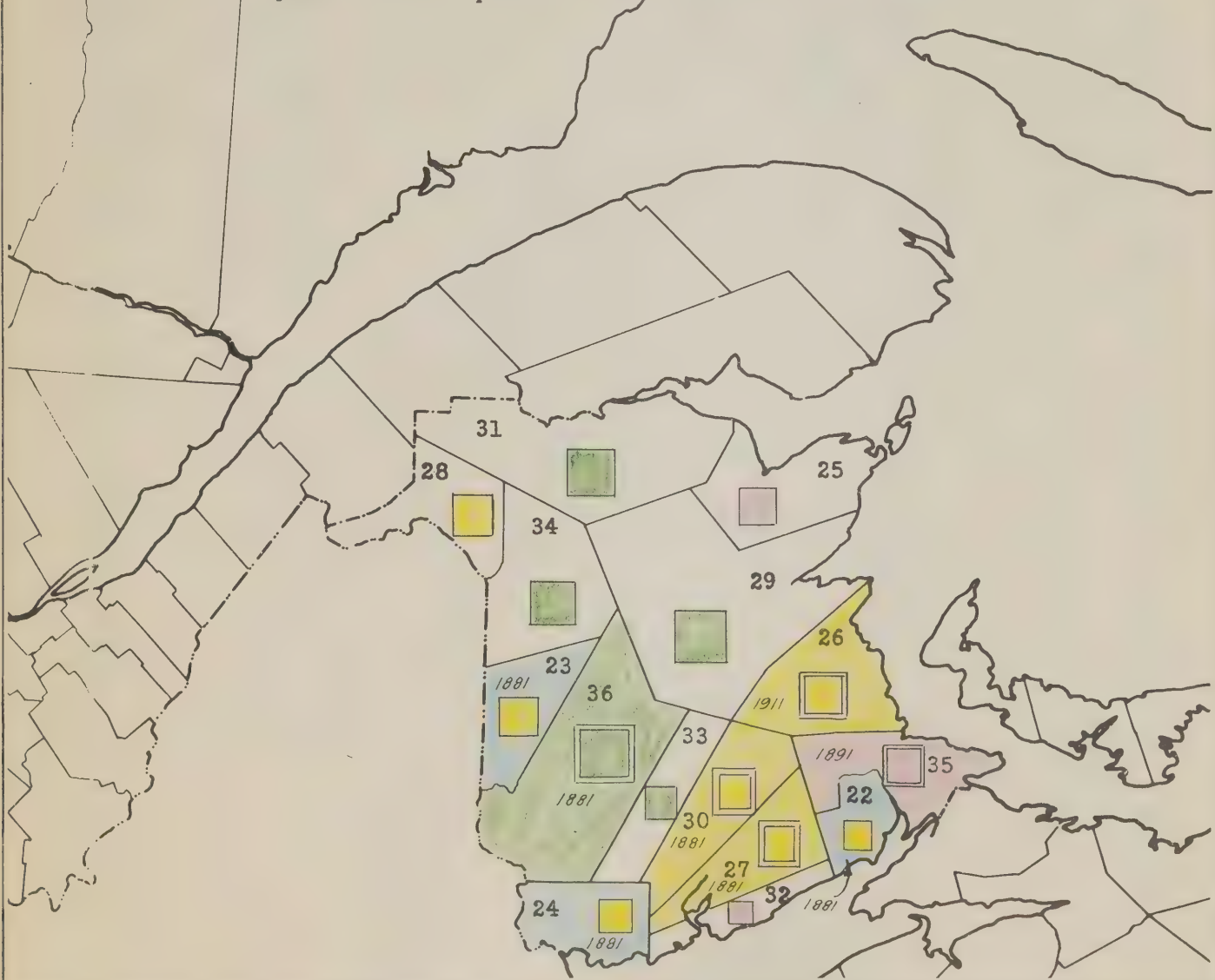
20 - 24 " " "

25 - 29 " " "

30 and over per square mile



Solid indicates maximum density reached in year indicated.
 Square " present

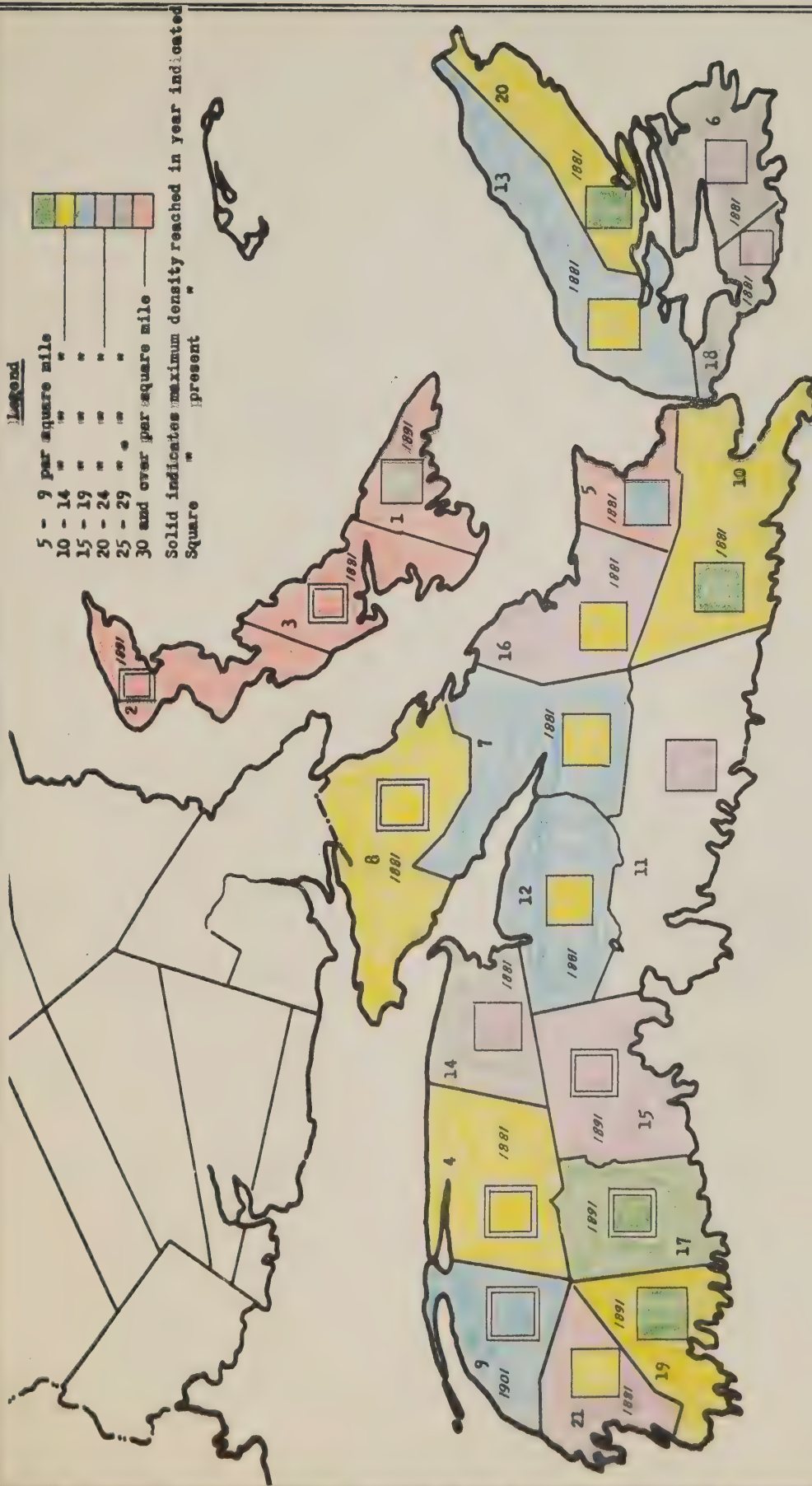
New Brunswick

- 22. Albert
- 23. Carleton
- 24. Charlotte
- 25. Gloucester
- 26. Kent

- 27. Kings
- 28. Madawaska
- 29. Northumberland
- 30. Queens
- 31. Restigouche

- 32. St. John
- 33. Sunbury
- 34. Victoria
- 35. Westmoreland
- 36. York

RURAL POPULATION



Prince Edward Island

- 1. Kings
- 2. Prince
- 3. Queens

Nova Scotia

- 4. Annapolis
- 5. Antigonish
- 6. Cape Breton
- 7. Colchester
- 8. Cumberland
- 9. Digby
- 10. Guysboro
- 11. Halifax
- 12. Hants
- 13. Inverness
- 14. Kings
- 15. Lunenburg
- 16. Pictou
- 17. Queens
- 18. Richmond
- 19. Shelburne
- 20. Victoria
- 21. Yarmouth

TABLE 17. - Counties of the Maritimes: Rural Non-farm Population in Relation to the Growth of Rural Population Between 1921 and 1931.

County	Per cent Rural Non-farm Population of the Total Rural Population	1931 Rural Population per hundred 1921 Rural Population
1. Saint John	84.1	105.9
2. Halifax	73.8	163.5
3. Sheburne	61.7	88.5
4. Cape Breton	55.8	97.8
5. Charlotte	49.7	100.3
6. Sunbury	47.1	113.6
7. Restigouche	46.0	126.6
8. Queen's, N.S.	46.0	103.8
9. Guysboro	41.8	92.8
10. Digby	41.1	92.2
11. Richmond	40.5	96.8
12. Victoria, N.B.	40.0	116.4
13. Madawaska	39.2	112.4
14. Westmorland	38.1	102.6
15. Cumberland	34.3	91.5
16. Lunenburg	34.0	92.5
17. Albert	32.7	89.2
18. York	32.5	97.7
19. Annapolis	32.0	88.1
20. Kings, N.S.	31.4	96.9
21. Northumberland	30.5	102.9
22. Kings & Queens, N.B.	30.4	96.2
23. Hants	29.2	97.2
24. Colchester	28.3	97.2
25. Yarmouth	28.0	83.5
26. Carleton	26.7	98.8
27. Pictou	25.5	95.5
28. Prince	22.5	96.5
29. Victoria, N.S.	21.4	102.0
30. Gloucester	20.7	109.2
31. Queens, P.E.I.	17.6	96.9
32. Kent	17.4	96.8
33. Kings, P.E.I.	11.6	92.7
34. Inverness	7.4	86.2
35. Antigonish	6.5	87.1
MARITIMES	35.3	100.2

Although in the above table we are met with exceptions which obscure the tendencies of the data, still when the counties are arranged as above, it becomes evident that there is a connection between the rate of growth of the rural population and the proportions of this population which are non-farm. This becomes more manifest when the figures of the third column are compared above and below the county which has the middle position in the scale of proportion of non-farm population, viz: York, New Brunswick. We see that of the 12 counties which showed a rural increase in the decade, 9 are in the upper half and only 3 in the lower. The exceptions make it clear that the non-farm population was by no means the only factor in the rates of increase, but a measured correlation shows that it was a real factor. This carries with it important suggestions that will be brought out further on.

It will be recalled that the very first county in the Maritimes to show an actual decrease in population was Sunbury, New Brunswick. This county is not only one of the growing counties of the Maritimes as shown on Map 2, but also showed a substantial increase in the last decade. It is the sixth highest in the scale of non-farm population. Again, looking at Map 2 we see that the rural population of Antigonish has decreased by three classes of density and also showed the greatest decrease but one in the last decade. It is the lowest in the scale of non-farm population.

It may be mentioned that a similar study was made of other counties of Canada (other than Maritime counties) and that the connection between the rural growth in the decade and the non-farm rural population was there brought out even more clearly, so that the above results are not due to a higher standard of urbanization in the Maritimes.

This rural non-farm population is, of course, an aggregate of many items. In counties such as Saint John and Halifax it is, no doubt, largely sub-urban, consisting in some cases of persons who live in the suburbs and work in the cities, but it also consists of market-gardeners, etc., living on plots of land too small to be called farms. In most of the counties, however, it is a "village" population, such villages ranging all the way from towns just before incorporation to straggling hamlets of two or three houses. There are also miners, fishermen, etc. These "villages" used to be important, containing not only the churches, stores, schools, etc. but also the bulk of the local artisans, while the grist mill, saw mill, dye mill, etc. were usually situated not necessarily in these villages, but where power was available. Since they were numerous they aggregated a considerable population and their sudden rises and falls could make a marked difference in the rates of population increase. It will be shown that the outward movement of rural population in the Maritimes began with the disappearance of these "villages", or rather of the occupations which brought them into existence, viz: those of the country store-keeper, the local artisan and the tiny manufacturer.

It is difficult to obtain a comparative table of industries or occupations over a period of years; but the Census of 1881 gave data on occupations (as distinct from industries) which can be compared with the minute data obtained for 1931. Table 18 assembles these data. The decade 1881-91, it will be recalled, is the one usually most closely associated with the beginnings of rural decline in the Maritimes, and consequently the changes that have taken place in the fifty year period 1881-1931 should be of considerable interest.

TABLE 18.---Maritime Provinces - Occupations of the Population 10 Years of Age and Over 1871, 1881, 1891 and 1931.

Occupation	Prince Edward Island :				Nova Scotia :				New Brunswick :				Maritime Provinces :			
	1881	1891	1931	1871	1881	1891	1931	1871	1881	1891	1931	1881	1891	1931	1881	1931
TOTAL ALL OCCUPATIONS	34,134	36,035	32,168	118,645	141,695	160,078	181,083	86,488	105,459	109,465	140,023	281,288	305,578	353,274		
AGRICULTURAL OCCUPATIONS	20,528	21,842	18,353	49,766	63,674	61,414	44,032	40,381	54,585	51,200	46,337	138,787	134,456	108,722		
Farmers, Stock Raisers	20,492	21,802	18,326	49,644	63,435	61,064	43,877	40,306	54,485	51,009	46,241	138,412	133,875	108,444		
Gardeners, Nurserymen, Florists	27	33	27	114	190	211	148	68	83	128	93	300	372	268		
Other Agricultural	9	7	-	8	49	139	7	7	17	63	3	75	209	10		
FISHING, HUNTING, TRAPPING, LOGGING OCCUPATIONS	809	1,009	1,454	11,878	14,649	16,106	13,765	3,064	2,804	4,209	7,393	18,262	21,324	22,612		
Fishermen	791	914	1,448	10,775	13,631	14,478	11,337	1,677	1,844	2,926	4,280	16,266	18,318	17,125		
Hunters, Trappers, Guides	5	-	-	175	112	71	123	148	94	39	161	211	110	284		
Lumbermen, Raftsmen	13	95	6	928	906	1,557	2,245	1,239	866	1,244	2,952	1,785	2,896	5,203		
MINING OCCUPATIONS	9	26	8	2,186	2,771	5,848	14,948	136	215	355	933	2,995	6,229	15,889		
Miners	7	18	-	2,123	2,731	5,660	12,184	133	124	97	730	2,862	5,775	12,914		
Quarriers, Rock Drillers	2	6	4	63	40	86	188	3	91	231	124	133	323	316		
Other Mining	-	2	4	-	-	102	2,576	-	-	27	79	-	131	2,659		
ARTISAN & SMALL MFG. OCCUPATIONS	4,689	4,761	2,132	16,439	18,359	21,975	18,693	12,218	13,037	15,468	12,790	36,085	42,204	33,615		
Blacksmiths, Hammermen, Forgemen	623	470	151	1,891	2,042	1,838	906	1,277	1,331	1,021	642	3,996	3,329	1,699		
Brick and "Tile Makers", Moulders	6	20	-	54	46	143	22	24	46	51	4	98	214	26		
Cabinet and Furniture Makers	102	69	5	233	202	229	66	181	205	126	42	509	424	113		
Corders, Combers, Drawing Frame																
Tenders, Weavers	91	-	-	333	287	-	68	392	199	-	327	577	-	395		
Carpenters, Joiners	1,309	1,264	588	4,440	6,439	6,942	4,489	2,455	3,731	3,148	2,782	11,479	11,354	7,859		
Carriage and Wagon Builders and Repairers	184	156	13	466	487	512	65	320	292	306	17	963	974	95		
Carvers, Picture Frame Makers	2	-	-	24	11	-	6	22	16	-	5	29	-	11		
Coopers	207	107	10	1,008	1,094	864	520	248	201	212	51	1,502	1,183	581		
Dressmakers, Milliners	483	526	92	670	1,357	2,216	465	805	1,227	1,460	408	3,067	4,202	965		
Gold and Silversmiths	-	-	-	-	9	7	-	-	7	-	1	16	7	1		
Lime Burners, Kilnmen	7	58	-	-	1	35	15	-	34	71	11	42	164	26		
Mechanics	9	3	205	270	121	30	1,527	-	100	29	998	230	62	2,730		
Millers	160	164	22	596	474	270	20	1,593	275	158	32	909	592	74		
Millwrights	26	-	1	-	93	-	91	-	127	-	159	246	-	251		
Musical Instrument Makers & Repairers	-	4	-	-	28	24	12	-	46	53	4	61	77	16		
Nail Makers	-	-	-	-	15	-	43	-	-	-	24	31	-	16		
Optical & Mathematical Instrument Makers	-	-	9	-	-	-	-	-	-	-	4	-	-	19		
Painters, Glaziers, Decorators	117	137	146	358	502	759	1,220	312	445	453	819	1,064	1,349	2,185		
Plasterers, Lathers	93	90	20	101	79	100	80	27	32	46	37	204	236	137		
Potters, Pottery Glaziers, Decorators	2	2	-	16	7	9	7	4	24	17	9	33	28	16		
Saddle & Harness Makers & Repairers	97	80	20	208	241	236	49	204	187	182	47	525	498	116		
Sail, Tent, Canvas Goods Makers.																
Seamstresses and Repairs	20	9	2	124	153	127	25	46	48	22	11	221	158	38		
Sawyers	139	109	26	582	615	518	111	628	441	563	140	1,195	1,190	277		
Stone Cutters and Dressers	15	76	39	71	156	607	284	110	930	2,812	293	1,101	3,495	616		
Stone and Brick Masons	27	30	8	-	214	306	98	-	288	359	138	1,529	695	244		
Tailors, Clothiers	96	85	16	834	661	697	413	490	436	393	272	1,193	1,175	701		
Tanners, Curriers, Leather Dressers	455	434	77	953	1,164	1,533	321	837	937	653	174	2,556	2,620	572		
Tin and Finishers																
Tin and Copper Smiths	75	48	-	366	266	227	5	256	164	198	25	505	473	30		
Tobacco Workers	132	112	19	-	315	378	110	-	275	253	132	722	743	261		
Watchmakers, Jewellers & Repairers	41	39	20	-	29	24	3	-	17	46	-	87	109	23		
Other Artisan & Small Manufacturing	26	18	11	135	162	131	84	90	96	69	51	284	218	146		
CITY MANUFACTURING OCCUPATIONS	144	651	627	2,706	1,089	3,186	7,535	1,641	870	2,736	5,119	2,103	6,573	13,281		
Aerated Water Makers	373	328	333	1,349	2,206	2,735	4,803	1,210	1,919	2,017	3,426	4,498	5,080	8,562		
Bakers	1	-	-	-	18	24	5	-	6	11	1	25	35	6		
Boiler Makers, Platers, Riveters	32	34	25	120	155	217	249	125	127	91	217	314	342	491		
Bookbinders	4	-	10	-	90	-	260	-	55	-	142	149	412	412		
Box and Packing Case Makers: Trunk, Belt and Bag Makers	15	10	7	27	31	51	24	27	32	36	19	78	97	50		
Brewers, Malsters, Stillmen	2	17	36	10	16	190	195	15	10	118	122	28	325	353		
Brush and Broom Makers	4	6	-	21	25	40	19	9	11	27	12	40	73	31		
Butchers, Slaughtermen, Trimmers	1	1	1	104	41	32	15	43	24	48	55	66	81	71		
Car Builders and Repairers	45	55	21	188	284	293	129	186	251	185	113	580	533	263		
Car Builders and Repairers	2	11	4	-	3	131	150	-	3	62	195	8	204	349		
Contractors, Builders	19	14	59	101	117	205	410	76	113	160	270	249	379	739		

CITY MANUFACTURING OCCUPATIONS - Con.

Engineers, Machinists	103	77	63	241	613	583	1,566	232	645	511	1,214	1,361	1,171	2,843
Foundrymen, Moulders, Coremakers, Casters	26	26	8	255	309	239	236	276	251	281	183	586	546	427
Hatters, Furriers	2	3	3	24	17	28	69	34	26	17	25	56	48	97
Hosiery, Glovers	-	2	-	-	17	19	424	-	13	14	216	30	35	640
Meat Curers, Cannerymen, Packers	6	16	4	5	15	63	5	2	4	47	15	25	126	24
Plumbers, Steam and Gas Fitters	3	15	50	62	117	186	656	28	60	93	377	180	294	1,083
Printers, Publishers, Compositors	108	41	42	191	327	434	391	157	288	316	250	723	791	683
COMMERCIAL AND FINANCIAL OCCUPATIONS	1,148	1,538	2,495	5,492	6,114	8,525	19,035	4,602	4,903	6,818	14,900	12,165	16,881	36,430
Agents, Canvasers, Demonstrators	27	77	166	74	152	414	1,252	56	131	377	884	310	868	2,302
Auctioneers, Appraisers	2	7	4	13	22	17	11	11	10	29	15	34	53	30
Bankers, Financiers, Officials														
(Trust and Loan)														
Brokers	32	8	29	14	86	45	167	12	64	19	115	182	72	311
Clerks	3	7	25	13	36	113	229	11	14	49	166	53	169	420
Commercial Travellers	456	719	1,107	1,746	2,463	4,056	8,853	1,790	2,307	3,550	7,082	5,226	8,325	17,042
Hawkers, Pedlars	1	5	43	8	29	174	530	6	19	118	469	49	297	1,042
Shop-keepers and Retail Dealers	9	19	12	34	30	110	269	19	23	82	110	62	211	391
Stenographers, Typists	606	668	672	3,577	3,142	3,362	4,917	2,683	2,198	2,413	3,437	5,946	6,443	9,026
Wholesale Dealers and Traders	-	-	288	-	-	37	2,072	-	2	31	2,017	2	68	4,377
Other Commercial and Financial	9	28	71	-	116	197	466	-	132	150	355	257	375	892
PROFESSIONAL OCCUPATIONS	3	-	78	13	38	-	269	14	3	-	250	44	-	597
Accountants, Auditors, Book-keepers,	1,039	1,296	1,682	3,821	4,654	6,315	10,651	2,721	3,580	4,066	8,277	9,273	11,677	20,610
Cashiers	100	163	250	209	340	747	1,823	136	249	479	1,519	689	1,389	3,592
Architects	7	2	5	21	19	20	17	12	22	10	19	48	32	41
Artists, Sculptors, Authors, Editors,														
Journalists	7	21	17	49	30	130	165	50	28	98	99	65	249	281
Chemists, Assayers, Metallurgists	24	2	2	69	124	4	81	88	94	28	47	242	34	130
Civil Engineers, Surveyors	41	11	16	77	138	303	315	103	285	136	245	464	450	576
Clergymen, Priests	115	122	132	476	568	622	651	337	387	439	539	1,070	1,183	1,322
Dentists	8	11	29	20	25	67	161	23	32	58	124	65	136	314
Engravers, Lithographers	-	1	2	7	1	14	22	42	14	44	6	9	59	30
Justices, Magistrates	6	-	9	11	16	-	58	11	14	-	42	36	-	109
Lawyers, Notaries	42	55	48	204	246	266	251	174	211	264	195	499	585	494
Musicians, Music Teachers	2	37	30	12	21	309	288	11	22	190	193	45	536	511
Nuns and Christian Brothers	28	38	34	85	126	243	398	50	163	228	151	317	509	583
Nurses	17	39	135	15	138	221	907	8	50	136	756	205	396	1,798
Photographers	15	11	7	37	67	80	89	32	46	35	73	128	126	169
Physicians, Surgeons	63	90	63	262	289	353	445	185	230	238	269	582	681	777
Professors, Lecturers, College Principals	9	13	13	18	35	51	122	26	5	41	62	49	105	197
Teachers	543	671	757	2,007	2,391	2,861	3,910	1,297	1,715	1,615	3,130	4,649	5,147	7,797
Veterinary Surgeons	2	8	9	3	10	17	17	13	5	16	34	17	31	60
Other Professional	10	1	124	239	70	7	931	123	14	11	774	94	29	1,829
PERSONAL SERVICE OCCUPATIONS	2,453	2,941	2,070	8,804	9,512	16,591	16,629	6,791	6,358	9,533	12,271	18,323	29,065	30,970
Barbers, Hairdressers, Manicurists	20	32	106	43	110	215	708	70	122	176	683	252	423	1,497
Boot, Shoe Makers and Repairers	426	272	42	1,988	1,707	1,365	291	1,357	1,173	834	203	3,306	2,471	1,536
Hotel and Boarding House Keepers	75	288	157	372	391	1,385	1,248	423	419	963	767	885	2,736	2,172
Laundresses	7	44	65	70	96	364	537	83	51	177	315	154	585	917
Messengers	4	12	33	85	116	141	494	84	40	61	355	160	214	882
Servants	1,913	2,195	1,071	6,123	6,986	12,565	7,462	4,635	4,447	6,997	6,444	13,346	21,757	14,977
Other Personal Service	8	98	596	123	106	456	5,889	139	106	325	3,534	13,220	21,879	9,989
TRANSPORTATION AND COMMUNICATION	1,095	1,038	1,341	8,846	9,516	9,526	14,634	3,241	3,999	5,508	9,151	14,610	16,072	25,126
Livery, Stable Keepers	5	7	7	-	68	94	106	-	47	67	43	120	168	156
Pilots, Captains, Mates	4	4	33	38	72	76	589	121	57	90	149	133	170	171
Railway Employees	176	232	346	289	877	1,604	2,994	231	823	1,873	3,072	1,876	3,709	6,412
Sailors, Seamen, Deckhands	767	544	101	7,914	7,472	5,669	1,561	2,190	2,147	1,524	243	10,386	7,637	2,005
Stevedores, Longshoremen	2	9	14	52	118	244	779	67	124	1,584	190	2,244	637	2,983
Teamsters, Drivers	117	164	129	429	700	1,332	1,246	518	648	1,012	975	1,465	2,508	2,350
Telegraph, Telephone, Employees	24	37	156	69	209	415	1,497	55	153	227	1,104	386	679	2,757
Other Transportation and Communication	41	55	55	55	-	292	5,762	59	-	231	3,375	-	564	9,692
GOVERNMENT AND CIVIC OCCUPATIONS	109	200	92	545	712	1,220	1,736	353	521	806	854	1,342	2,226	2,682
Court Officers	27	43	43	44	39	379	379	44	21	-	370	87	-	792
Policemen, Constables	10	27	40	37	60	176	484	28	53	151	130	123	354	874
Other Government and Civic	12	173	9	464	613	1,044	873	371	447	832	1,340	1,132	1,872	1,016
LABOURERS	1,592	894	2,109	9,153	8,521	12,508	21,448	11,337	12,780	8,365	23,170	22,893	17,169	46,727
APPRENTICES	32	75	86	240	912	1,618	50	152	73	204	159	2,000	1,576	1,204
OTHER AND UNSPECIFIED OCCUPATIONS	258	87	13	240	912	1,618	50	282	685	914	62	1,855	2,619	1,125

An extended analysis of Table 18 is given further on, but it will be interesting to take a preliminary survey to see the relative importance of the occupations which have declined since 1881. Meanwhile it is important to remember that all occupations in the Maritimes increased in the 50 years 1.09 times as fast as the population.

The declining occupations in order of size in 1881 were as follows:

<u>Occupation</u>	<u>1881</u>	<u>1931</u>
1. Farmers and stock-raisers	138,412	108,444
2. Carpenters and joiners	11,479	7,859
3. Sailors, seamen, deck hands, etc.	10,386	2,005
4. Dressmakers, milliners, seamstresses	4,262	1,242
5. Blacksmiths	3,996	1,699
6. Boot and shoe-makers	3,306	536
7. Tailors, clothiers	2,556	572
8. Stone cutters, masons, brick makers	1,820	971
9. Coopers	1,502	581
10. Sawyers	1,101	616
11. Carriage makers	963	95
12. Millers	909	74
13. Printers, publishers	723	683
14. Tin and copper smiths	722	261
15. Foundrymen	586	427
16. Butchers	580	263
17. Carders, combers, etc.	577	395
18. Saddle and harness makers	525	116
19. Cabinet and furniture makers	509	113
20. Tanners	505	30
21. Gardeners, florists	300	268
22. Watchmakers and jewellers	284	146
23. Sail or tent makers	221	38
24. Plasterers and lathers	204	137
25. Tobacco makers	87	23
26. Auctioneers, carvers, gold and silver smiths, book-binders, brewers, lime-burners, nail makers, potters and "other agriculture"	333	181
Total declining	186,848	127,775
Total occupations	281,288	353,274

1. In the first place it is noticeable that the occupations which have decreased since 1881 formed 66.4 per cent of all occupations in 1881; these occupations formed only 36.2 per cent of all occupations in 1931.

2. In the second place farmers and stock-raisers formed 74 per cent of the declining occupations in 1881; but of the total decrease of 59,073 in these occupations, farmers and stock-raisers lost only 29,968 or 51 per cent. Thus farmers and stock-raisers did not lose out nearly as much as the remaining declining occupations.

3. The rural population of the Maritimes (See Table 14) decreased from 700,502 in 1881 to 644,165 in 1931, a decrease of 8 per cent; farmers and stock-raisers decreased 21½ per cent; but the remaining occupations, nearly all of which in 1881, except perhaps a large portion of the sailors, were small artisans and manufacturers living in rural aggregations, declined from 48,436 in 1881 to 19,331 in 1931 or over 60 per cent. However, if we except New Brunswick, the rural population decreased about as much as the farmers and stock-raisers; and if we except the large non-farm population mentioned in Table 17, it will be seen that the rural population must have declined much faster than the farmers and stock-raisers. The decreases in such occupations as blacksmiths, carpenters, dress-makers, tailors, coopers, sawyers, millers, tanners, etc. are very significant. These persons in 1881 either "kept shop" in small rural aggregations or worked from house to house in the country. The reason some of them have not entirely disappeared is because they are employed in manufacturing establishments in the cities and towns. Of course it must always be borne in mind that the agriculturist and sailor did decrease very drastically and the importance of the change from sailing vessels to steamers as the cause of the drop in the number of seamen must not be lost sight of, but the drop in agriculturists is not necessarily all connected with the state of agriculture. A large number of the local artisans and small manufacturers - the carpenter, cooper, miller - were also farmers and in 1881 probably gave their occupation as farmers. The drop of 29,000 in those of them who actually gave their occupation as millers, etc. is surprisingly large. Since families were large in those days, this drop probably represents from 150,000 to 200,000 population - a far greater decrease than the total rural population suffered so that if it had not been for the movement into the population of certain counties of New Brunswick and an in-movement of a non-farm rural population into certain counties, such as Halifax, Saint John, Shelburne, Cape Breton, Queens, N.S., etc. the rural population, and consequently the total population, would have decreased drastically.^x

The other side of the picture must now be shown - what occupations showed increases? It is noteworthy that the number gainfully occupied in the Maritimes increased far more than the population and that this relative gain was greatest in Prince Edward Island, Nova Scotia coming second. This is a significant fact. Before commenting on the reasons, an analytical table of occupations in 1881 and 1931 is presented. The change in the size of the

^x See Table 17 - The non-farm population of the rural parts of the counties of the Maritimes aggregated 230,683 in 1931 but the bulk of these were in a few counties.

occupation, in the case of every occupation, is equated with the change in the size of the population (rural and urban combined) so that if the population increased, say 10 per cent and the occupations increased, say, 20 per cent, the growth in the occupation is represented as $\frac{120}{110}$ or an index of 1.09. The occupations are arranged in order from the one which showed the highest index to the one showing the lowest. In this way the eye can readily see which occupations showed the highest gains (any index over 1.00) in comparison with the population and which showed losses (any index less than 1.00).

TABLE 19.--Maritime Provinces: Growth of Occupation in Terms of Growth of Population, 1881 to 1931.

	1881	1931
No. of persons represented by increasing occupations (No. 1-61)	60,615	191,229
No. of persons represented by decreasing occupations (Nos. 62-109)	220,673	162,045

Occupation	Maritime Provinces	
	Occupation in 1931 as multiple of occupation in 1881	Growth or decline of occupation in terms of growth of population
Population growth by 1931 with 1881 as base	1.16	
ALL OCCUPATIONS	1.26	1.09
Professional occupations	2.22	1.91
Agricultural occupations	.78	.67
Labourers	2.04	1.76
Mining occupations	5.31	4.58
Transportation & communication occupations	1.72	1.47
Commercial occupations	2.16	1.86
Clerical occupations	4.10	3.53
Mechanical occupations	.81	.70
Government and civic occupations	2.00	1.90
Building and construction occupations	.83	.72
Manufacturing occupations	1.86	1.60
Apprentices	6.20	5.34
Personal service occupations	1.69	1.45
Fishing, hunting, trapping & logging occupations	1.24	1.07
Other and unspecified occupations	.07	.06
1. Other mining occupations †		
2. Other transportation & communication occupations †		
3. Optical and mathematical instrument makers		
4. Stenographers, typists	2188.50	1886.64
5. Other personal service occupations †	45.40	39.14
6. Car builders and repairers	43.63	37.61
7. Hosiery, gloves	21.33	18.39
8. Commercial travellers	21.27	18.34
9. Other professional occupations †	19.46	16.78
10. Other commercial occupations †	13.57	11.70
11. Box and packing casemakers: trunk, belt and bag makers	12.61	10.87
12. Mechanics	11.87	10.23
13. Musicians, music teachers	11.36	9.79
14. Other building and construction occupations †	11.35	9.78
15. Court officers	9.10	7.84
16. Nurses	8.77	7.56
17. Brokers	7.92	6.83
18. Agents, canvassers, demonstrators	7.43	6.41
19. Telegraph, telephone employees	7.15	6.16
20. Policemen, constables	7.11	6.13
21. Hawkers, peddlers	6.31	5.44
22. Apprentices	6.20	5.34
23. Plumbers, steam and gas fitters	6.02	5.19
24. Laundresses	5.95	5.13
25. Barbers, hairdressers, manicurists	5.94	5.12
26. Other manufacturing occupations †	5.90	5.09
27. Pilots, captains, mates	5.80	5.00
28. Messengers	5.51	4.75
29. Accountants, auditors, book-keepers, cashiers	5.21	4.49
30. Dentists	4.83	4.16
31. Miners	4.51	3.89
32. Artists, sculptors, authors, editors, journalists	4.32	3.72
33. Professors, lecturers, college principals	4.02	3.47
34. Stevedores, longshoremen	4.03	3.47
35. Veterinary surgeons	3.53	3.04
36. Railway employees	3.42	2.95
37. Engravers, lithographers	3.33	2.87

† Other than those specified elsewhere in the table.

TABLE 19.--Maritime Provinces: Growth of Occupation in Terms of Growth of Population, 1881 to 1931 - Continued.

Occupation	Maritime Provinces	
	Occupation in 1931 as Multiple of Occupation in 1881	Growth or Decline of Occupation in Terms of Growth of Population
38. Clerks	3.26	2.81
39. Justices, magistrates	3.03	2.61
40. Contractors, builders	2.97	2.56
41. Lumbermen, raftsmen	2.92	2.52
42. Boilermakers, platers, riveters	2.77	2.39
43. Hotel and boarding house keepers	2.45	2.11
44. Quarriers, rock drillers	2.38	2.05
45. Engineers, machinists	2.09	1.82
46. Painters, glaziers, decorators	2.05	1.77
47. Labourers	2.04	1.76
48. Nuns and Christian brothers	1.84	1.59
49. Hatters, furriers	1.73	1.49
50. Bankers, financiers, officials (Trust & Loan Co.)	1.71	1.47
51. Teachers	1.68	1.45
52. Wholesale & retail traders and dealers	1.60	1.38
53. Bakers	1.56	1.35
54. Teamsters, drivers	1.54	1.33
55. Musical instrument makers and repairers	1.38	1.19
56. Physicians, surgeons	1.34	1.16
57. Hunters, trappers, guides	1.35	1.16
58. Photographers	1.32	1.14
59. Livery, stable keepers	1.30	1.12
60. Civil engineers, surveyors	1.24	1.07
61. Clergymen, priests	1.24	1.07
62. Servants	1.12	.97
63. Brush and broom makers	1.08	.93
64. Fishermen	1.05	.91
65. Millwrights	1.02	.88
66. Lawyers, notaries	.97	.84
67. Meat curers, canners, packers	.96	.93
68. Printers, publishers, compositors	.94	.81
69. Other government and civic occupations /	.90	.78
70. Gardeners, nurserymen, florists	.89	.77
71. Auctioneers, appraisers	.88	.76
72. Architects	.85	.73
73. Farmers, stock raisers	.78	.67
74. Brewers, malsters, stillmen	.78	.67
75. Foundrymen, moulders, coremakers, casters	.73	.63
76. Carpenters, joiners	.68	.59
77. Carders, combers, drawing frame tenders, weavers	.68	.59
78. Plasterers, lathers	.67	.58
79. Bookbinders	.64	.55
80. Lime burners, kilnmen	.62	.53
81. Stone and brick masons	.59	.51
82. Sawyers	.56	.48
83. Chemists, assayers, metallurgists	.54	.47
84. Watchmakers, jewellers and repairers	.51	.44
85. Potters, pottery glaziers, decorators	.48	.41
86. Stone cutters and dressers	.46	.40
87. Butchers, slaughterers, trimmers	.45	.39
88. Blacksmiths, hammermen, forgemen	.43	.37
89. Coopers	.39	.34
90. Carvers, picture frame makers	.38	.33
91. Tin and coppersmiths	.36	.31
92. Dressmakers, milliners	.31	.27
93. Tobacco workers	.29	.25
94. Brick and tile makers, moulders	.27	.23
95. Nail makers	.26	.22
96. Aerated water makers	.24	.21
97. Seamstresses	.23	.20
98. Cabinet and furniture makers	.22	.19
99. Tailors, clothiers	.22	.19
100. Saddle, harness makers and repairers	.22	.19
101. Sailors, seamen, deckhands	.19	.16
102. Sail, tent, canvas goods makers and repairers	.17	.15
103. Boot, shoe makers and repairers	.16	.14
104. Other agricultural occupations /	.13	.11
105. Carriage, wagon builders and repairers	.10	.09
106. Millers	.08	.07
107. Other and unspecified occupations /	.07	.06
108. Gold and silver smiths	.06	.05
109. Tanners, curriers, leather dressers and finishers	.06	.05

/ Other than those specified elsewhere in the table.

The change in the nature of occupations which has taken place provides an interesting story. We have seen that the occupations which have shown a tendency to disappear are the local artisan and small manufacturer, the sailor and farmer. Arranging the occupations which have increased rapidly into class groups we have miners; stenographers, typists and clerks; commercial travellers, agents, hawkers and peddlers, and other commercial workers; railwaymen, pilots, captains, stevedores and other transportation (i.e., other than sailors, etc.); professional (nurses, musicians, professors, nuns and Christian brothers, teachers, dentists, veterinary surgeons, justices and other professional); civic and government employees; personal service (barbers, hotel and boarding house keepers); bankers and financiers; telegraph and telephone operators; fine workmen such as lithographers, engravers, etc.; the larger manufacturers; wholesale and retail traders; machinists and labourers. Noteworthy is the change from sailors and seamen to stevedores, longshoremen, pilots, captains; from carpenters, etc. to builders and contractors; from the small manufacturer to the large manufacturer; the increase in the personal service group, such as barbers, etc., and especially the increase in commercial personnel, clerks and also occupations indicating employment of women; perhaps most significant of all is the increase in labourers. The index of growth of the labourer is 1.76; i.e., the labourer increased 1.76 times or almost twice as fast as the population, and this does not include farm labourers, miners or lumbermen. This, of course, is not a new story, but it clearly illustrates the results to the personnel of employment of increasing urbanization, large-scale manufactures, mechanization and financing, changing the artisans, etc. to clerks, agents, etc. and leaving an increasing crop of labourers or persons with no steady occupation. It is almost a truism to say that the latter cannot be regarded as a steady factor in population increase, because of their shifting in search of work and the changing personnel in any particular locality according as good or bad times befall.

The experiences exemplified in the last two or three tables are by no means confined to the Maritimes, but at the moment, the Maritimes are the subject of discussion. What has been said of the fate of the local artisan etc. could equally well be said of Ontario and other provinces. A side light on what was happening around 1881 is given by figures of the occupations of Canadians living in the United States in 1890. While the United States figures do not give the province of Canada from which these persons came, the following footnote showing the province of Canada from which the total Maritime population of the United States came will give some conception of this. Table 20 shows the

† Number of Canadian-born Living in the United States in 1880 showing State of Residence and Province of Former Residence

State of Residence	Former Residence		
	P. E. I.	N. S.	N. B.
<u>NEW ENGLAND</u>	4,323	37,753	27,195
Maine	365	3,574	13,955
New Hampshire	86	816	474
Vermont	24	142	101
Massachusetts	3,613	29,307	12,006
Rhode Island	162	1,401	293
Connecticut	73	513	366
<u>MIDDLE ATLANTIC</u>	355	3,368	2,053
New York	138	2,060	1,250
New Jersey	103	381	169
Pennsylvania	114	927	634
<u>EAST NORTH CENTRAL</u>	1,190	3,004	4,618
Ohio	154	366	304
Indiana	108	108	105
Illinois	224	820	695
Michigan	241	979	1,582
Wisconsin	463	731	1,932
<u>WEST NORTH CENTRAL</u>	815	3,426	3,825
Minnesota	134	1,562	2,491
Iowa	484	612	472
Missouri	35	289	221
North and South Dakota	20	224	198
Nebraska	73	314	199
Kansas	69	425	244
<u>SOUTH ATLANTIC</u>	84	570	211
Delaware	4	24	4
Maryland	11	268	61
District of Columbia	14	53	40
Virginia	21	52	36
West Virginia	1	23	9
North Carolina	18	18	3
South Carolina	-	22	10
Georgia	7	29	15
Florida	8	81	33
<u>EAST SOUTH CENTRAL</u>	46	100	66
Kentucky	7	25	25
Tennessee	19	24	13
Alabama	11	27	18
Mississippi	9	24	10
<u>WEST SOUTH CENTRAL</u>	38	207	267
Arkansas	4	13	27
Louisiana	5	61	37
Texas	29	133	203

number of Canadians living in the United States in classes of occupation and the number engaged in the corresponding occupations in Canada about the same time (1891). The percentages in each class (of all occupations in the country) are used for measuring the tendency of one class more than another to move to the United States. Thus if the percentage in the United States is the same as in Canada or lower, it indicates that the outward movement was not a wholesale movement of the class from Canada, while if it is much greater in the United States, it indicates that migration to the United States affected that class strongly. Of course complications arise, as in the case of most of such comparisons, from the possibility that the same person might have been working at one occupation (or no occupation) in Canada and another in the United States. However, the figures indicate in any case, where the class is larger in the United States than in Canada, that the opportunities for that class in Canada were limited.

TABLE 20.--Occupations of the Canadian-born People Living in the United States in 1890.

Occupation	Male	Female	Total	Percentage of "All Occupations"		
				Male	Female	Total
ALL OCCUPATIONS	430,297	101,711	532,008	100.00	100.00	100.00
Agriculture, fishing, mining	115,153	2,158	117,311	26.76	2.12	22.05
Professional service	12,570	4,863	17,433	2.92	4.78	3.28
Domestic and personal service	72,211	35,673	107,884	16.78	35.07	20.27
Trade and transportation	71,380	4,997	76,377	16.59	4.91	14.36
Manufacturing and mechanical industries	158,983	54,020	213,003	36.95	53.12	40.04

Occupations of the Canadian People Living in Canada in 1891.

Occupation	Male	Female	Total	Percentage of "All Occupations"		
				Male	Female	Total
ALL OCCUPATIONS	1,410,379	195,990	1,606,369	100.00	100.00	100.00
Agriculture, fishing, mining	777,812	12,398	790,210	55.16	6.33	49.19
Professional service	44,764	18,516	63,280	3.17	9.45	3.94
Domestic and personal service	154,764	91,419	246,183	10.97	46.64	15.33
Trade and transportation	175,502	11,193	186,695	12.44	5.71	11.62
Manufacturing and mechanical industries	257,537	62,464	320,001	18.26	31.87	19.92

The significance of the above table will probably be clearer from the following summary:

	Per cent of Total Occupations	
	In the United States	In Canada
Agriculture, fishing, mining	22.05	49.19
Professional service	3.28	3.94
Domestic and personal service	20.27	15.33
Trade and transportation	14.36	11.62
Manufacturing and mechanical industries	40.04	19.92

It may appear surprising that the professional class is about equally represented in the two countries, probably indicating that there was no special attraction in the United States for this class of Canadian. While there was some attraction shown for the domestic or personal service class, the important attraction is shown for the manufacturing and mechanical class, including the labourers of this class. The losses to agricultural occupations in Canada occasioned by the movement to the United States manifestly did not follow agriculture in the United States. The proportion in domestic and personal service in the United States as compared with Canada is surprisingly small, considering the prevailing impression that Canadian girls went to the States largely into this class. The appearance of the manufacturing and mechanical class recalls what was said above about the small artisan and manufacturer.

FOOTNOTE - Continued

/ Number of Canadian-born Living in the United States in 1880 showing State of Residence and Province of Former Residence - Continued.

State of Residence	Former Residence		
	P. E. I.	N. S.	N. B.
MOUNTAIN	185	1,449	809
Montana	15	77	223
Idaho	10	43	49
Wyoming	3	39	20
Colorado	110	636	270
New Mexico	5	23	24
Arizona	5	78	35
Utah	1	68	58
Nevada	36	485	130
PACIFIC	501	3,283	2,744
Washington	25	302	322
Oregon	25	243	223
California	451	2,738	2,199
TOTAL NUMBER	7,537	51,160	41,788

The fact that the number gainfully occupied in the Maritimes increased considerably faster than the population in 1881-1931 focuses attention. If the whole population had increased as fast as the working population the Maritimes in 1931 would have had about 100,000 greater population than they had. Why this increase in workers and what is its significance?

An obvious explanation is that it was due to increase in adult population at the expense of children. If this be the explanation, the arrest in the growth of Maritime population is a matter of lowered fertility, not emigration. Another explanation might be that even a large natural increase has been emigrating before reaching the ages at which they would be considered as gainfully occupied. While this emigration has been taking place, it is obviously wrong as an explanation in view of the fact that the emigration has been largely from rural parts and that farmers' sons are considered as gainfully occupied. Another possible explanation is the increase in female occupations. The largest large-scale increase is in stenographers and typists. There are also many other possible explanations.

The matter of decreasing child population can be easily investigated. Table 21 shows the population under 16 (male and female) in relation to the rest of the population, 1861 to 1931.

TABLE 21.—Percentage of the Population of the Maritime Provinces under 16 Years of Age, 1861-1931.

Prince Edward Island

Year	Total Males	Males under 16	%	Total Females	Females under 16	%
1861	40,880	18,220	44.57	39,977	17,439	43.62
1871	47,121	20,827	44.20	46,900	19,861	42.35
1881	54,729	22,706	41.49	54,162	21,635	39.94
1891	54,881	22,125	40.31	54,197	21,040	38.82
1921	44,887	15,614	34.79	43,728	14,943	34.17
1931	45,392	15,204	33.49	42,646	14,670	34.40

Nova Scotia

1861	165,584	71,032	42.90	165,273	68,776	41.61
1871	193,792	81,921	42.27	194,008	78,989	40.71
1881	220,538	90,202	40.90	220,034	86,567	39.34
1891	227,093	87,580	38.57	223,303	83,309	37.31
1921	266,472	95,347	35.78	257,365	92,592	35.98
1931	263,104	90,078	34.24	249,742	87,448	35.02

New Brunswick

1861	129,948	56,362	43.37	122,099	53,931	44.17
1871	145,888	63,126	43.27	139,706	59,646	42.69
1881	164,119	67,655	41.22	157,114	63,944	40.70
1891	163,739	65,163	39.80	157,524	61,624	39.12
1921	197,351	74,499	37.75	190,525	72,992	38.31
1931	208,620	77,707	37.25	199,599	75,692	37.92

While it is quite true that the child population has been decreasing this is not a complete explanation of the greater increase in occupations than in population. Chart 1 makes this quite clear. The Maritimes have still a larger child population than Canada as a whole. It is in adult population that the Maritimes are short. Furthermore, there are other ways in which an adult population can show a relative increase than by reduction in the natural increase. One of these is by immigration of adults; another, of course, is increased longevity. As for emigration bringing about the condition of disproportionate increase in occupations, the tendency should be the opposite. To say that urbanization is the cause is usually another way of saying that natural increase is greater in rural than urban areas, and we have seen that the loss in natural increase cannot be the sole cause. The probability that there were more child workers in 1881 than at present must also be considered. We have to conclude that the workers did actually show a substantial increase in the 50 years and are still faced with the problem of explaining why the population did not show a proportionate increase. The true explanation seems to lie in the type of work in 1931 as compared with 1861. Table 19 shows that the occupations which have decreased in the period had 220,673 or 79 per cent of all workers in 1881 and only 162,045 or 46 per cent in 1931, while the occupations which increased in the meantime had only 60,615 or 21 per cent in 1881 with 191,229 or 54 per cent in 1931. Now in rare cases there are indications that some of the decreasing occupations merely switched to somewhat similar increasing occupations, but on the whole the process seems to have been a drastic change in the type of occupation and personnel. Thus, while we can with some difficulty imagine sailors becoming stevedores and independent carpenters becoming employees of contracting firms, it is more difficult to imagine tailoresses, seamstresses, etc. becoming stenographers and teachers. The process was one of displacement of a whole series of occupations by another series; with the inference that the displaced left the country, while the replacing came either from the younger generation or immigration. The change from an agricultural, artisan and small manufacturing population to a commercial, clerical, large manufacturing and labourer population is striking. It takes more persons to perform the latter work, but the types of workers are different. The labouring classes may have greater fecundity when they are married and settled down, but they are unstable as a population, fewer of them settling down and many of them moving constantly from one place to another. It is easy to see that person for person the stenographer, the female teacher, etc. are not accounting for more population than themselves as individuals. The same is more or less true of the commercial traveller, agent, etc. On the other hand the local artisan, etc. accounted not only for himself but for a family, and probably a large family at that. However if the family consisted merely of a wife it would account for twice as large a population as the individual worker; while the stenographer and lady teacher

are almost ipso facto single. There is little doubt that the change in the types of occupation was one which tended to a smaller population per worker.

The question arises whether such a change would tend towards greater or less prosperity in the population. At first sight it would seem that the greater the working force and the fewer the dependents, the better the circumstances of the population. It is a question, however, whether this superiority in size of the working force is not more than compensated by its instability and its large proportion of workers who are only seldom above the level of subsistence, e.g. longshoremen, stevedores, unskilled labourers. The foregoing description of population and occupation movements probably answers the question when, from where, and what type of population began the movement. It is obvious that the movement began in the decade 1861-71, that it began chiefly from those districts where the artisan and small manufacturing class made up a great part of the population, also where seafaring classes abounded (since these districts that have lost the most population are almost completely deprived of non-farm population). The reasons for this must be attributed to general, not local conditions - to nation-wide and perhaps world-scale movements such as the substitution of steamship operation for sailing ship operation and large-scale manufacturing rendering the exertions of the small manufacturer unprofitable.

At the same time, whatever the origin of the outward movement, it must be remembered that the agricultural population did decrease and while it did not by any means embrace the whole of the rural decline in population, it formed a very important part of it. It is necessary, therefore, to examine the data for evidence as to the reasons for, or the nature of, this decrease.

The Census of 1931, for the first time, compiled data on farm population as distinguished from "rural" population; farm workers divided into workers belonging to the family and hired help; also the weeks of hired help. Since the weeks of hired help is a more reliable figure than the number, owing to risks of duplication in the latter, the farm workers are expressed in Table 22 which follows, as weeks of farm labour, giving the workers belonging to the family 52 weeks each. The purpose of Table 22 is to investigate whether the counties of the Maritimes which have been decreasing in rural population show any evidence of shortage of farm population and workers or of lower values than the counties which have not been decreasing. The second column shows the 1931 rural population of each county as a per cent of the population of that county when it was at its highest, the counties which are still increasing having, of course, 100 per cent. The county which showed the greatest decrease, Antigonish, is only 46 per cent; i.e., it has lost 54 per cent of the population it had in former times.

TABLE 22.--Counties of the Maritimes, 1931: Decrease in Rural Population Correlated with Present Farm Population, Supply of Farm Labourers and Values

County	Rural Population 1931-as Per Cent of Maximum	Farm Population exclusive of Hired Help, per 100 Acres of Farm 1931	Weeks $\frac{1}{2}$ of Labour per 100 Acres for 1931	x Farm Value per Acre 1931	Value of Machinery per Acre 1931
				\$	\$
1. Halifax	100	4.2	77	20.40	1.90
2. Gloucester	100	9.5	122	30.30	3.40
3. Madawaska	100	4.1	80	30.00	3.40
4. Northumberland	100	5.9	78	27.00	2.90
5. Restigouche	100	5.2	87	33.60	4.30
6. Saint John	100	2.9	70	31.70	3.20
7. Sunbury	100	2.4	53	17.90	2.30
8. Victoria, N.B.	100	3.4	50	37.70	5.90
9. Westmorland	98	4.1	73	27.30	3.00
10. Cape Breton	93	5.3	96	29.80	3.30
11. Queens, N.S.	93	4.1	67	19.50	1.90
12. Kent	92	5.7	90	19.70	2.20
13. Kings, N.S.	88	2.9	82	60.20	5.30
14. Digby	88	5.3	79	22.50	1.90
15. Lunenburg	87	5.2	96	26.40	2.10
16. York	83	2.6	51	19.00	2.60
17. Carleton	80	2.3	47	30.90	5.40
18. Richmond	80	6.2	107	14.80	1.50
19. Prince	78	3.2	86	54.30	7.10
20. Cumberland	77	2.5	52	18.30	2.10
21. Guysboro	76	4.1	74	14.80	1.50
22. Hants	75	2.8	54	25.00	2.40
23. Kings and Queens, N.B.	74	2.3	58	18.70	2.20
24. Annapolis	73	2.7	58	30.30	2.60
25. Shelburne	73	4.4	78	13.90	1.20
26. Victoria, N.S.	71	3.5	72	19.00	1.80
27. Colchester	70	2.7	53	22.40	2.40
28. Inverness	67	4.3	75	20.70	2.30
29. Queens, P.E.I.	66	3.7	93	55.00	7.20
30. Kings, P.E.I.	65	3.5	93	34.20	5.40
31. Yarmouth	65	6.5	113	25.80	2.40
32. Charlottetown	63	3.1	58	22.70	3.00
33. Albert	62	2.7	51	19.70	2.40
34. Pictou	61	2.9	62	22.00	2.90
35. Antigonish	46	3.6	64	19.50	2.20

$\frac{1}{2}$ Including workers of the family and hired labour.

x Including land, livestock, buildings and machinery.

The above table is striking for what it does not show rather than for what it does. It will be noticed that the counties are arranged in the order of their decrease from maximum population. It was certainly to be expected that the counties which have decreased the most would show symptoms of being short in farm population, farm labour or farm values. Thus Antigonish, the county showing the greatest decrease in the Maritimes, decreased 54 per cent from its maximum population, had 3.6 farm population per 100 acres of farm land and had 64 weeks of labour per 100 acres in 1931. The value of the land per acre was \$19.50 and of machinery was \$2.20 per acre. The average farm population of the province was 3.9 per 100 acres, the weeks of labour, 70, and the value per acre was \$24.60. While Antigonish was somewhat lower in respect to farm population, labour and values than the average, it was not much lower, and we notice that three of the eight counties showing actual increases had smaller farm population, two showed less labour and one lower values than Antigonish. There is almost an entire lack of correlation between the columns of the table. There is a slight correlation between labour and values (less machinery) - i.e., (probably) the greater the value of the farm the greater the amount of labour it can afford, and when allowance is made for this correlation, there is a slight inverse correlation between the labour and the machinery - the more machinery the less human labour. The correlations, however, are very slight, perhaps not worth mentioning. The point of the table is the absence of correlation. There is no evidence that under-staffing or under-stocking of farms kept pace with rural depopulation. This might appear in an intensive study of smaller areas than counties, but there is no evidence in the case of whole counties, much less of whole provinces. This, once more, recalls the importance of the non-farm population in increase or decrease in rural population. It will be remembered (from Table 17) that Antigonish showed the least non-farm population and this seems to be the only respect, discovered so far, in which this county differs from the others.

Since Antigonish is conspicuous in the matter of rural depopulation, it may be worth while to make an intensive study of this county by itself. In Table 23 which follows, this county is compared with the province as a whole in respect to population, industries, occupations and production, before and after the point at which it began to decrease in rural population, 1881. Thus in that year it had a rural population of 18,060 as compared with 8,309 in 1931. In 1871-81 it increased 9.4 per cent; decreased in the next decade 14.6 per cent; in the next 23.6 per cent; in the next 13.6 per cent; in the next 3.4 per cent and in the last 15.5 per cent. Such a headlong decrease needs a great deal of explaining.

Tables 23 and 24 show Antigonish in relation to the whole province of Nova Scotia, in the years around which the decrease in population commenced, in respect to a number of details reflecting the population, the type of workers and production. Table 23 shows the occupation classes in 1871 and 1881 divided into (a) agricultural and other rural occupations; (b) occupations such as artisans and small manufacturers, carried on in those days almost entirely in rural communities; (c) urban and new occupations, including larger manufacturing; (d) labourers. Table 24 gives a mass of miscellaneous information on population, vital statistics, production and industries. The province, it will be noticed, is taken as the standard by which the county is studied. If the county increased or decreased at a greater rate than the province this is regarded as a county phenomenon; otherwise a provincial phenomenon.

In the first place it will be seen that then, as now, Antigonish was preponderantly an agricultural county. While its rural population was 5.1 per cent of that of the whole province, its farm population was 6.5 per cent or 1.3 times its share. Its total population was 4.3 per cent of the population of the province (in 1871) and the only occupation class, other than agriculture, which had as large a share of the population of Antigonish county as of the province was personal service. Between 1871 and 1881 the professional class increased so as to have more than its share (4.7 per cent). The outstanding feature about Antigonish however is that it was preponderantly agricultural. Table 24 exhibits many points of interest. In 1851 the features of which the county had more than its share, for its population, were: number of females; unmarried persons; persons over 50 years of age; agricultural class; practically every item of agricultural production and stock, except the production of barley, rye and corn and the manufacture of certain cloths. From then to 1891 there was no evidence of any significant functional change. The county kept steadily ahead of the province in its proportion of agricultural production, but steadily lost in population. Man for man the population was keeping pace with the province in function, but the population itself was losing out in numbers. Even in the decade 1881-91, when the county actually decreased in population, there was no evidence of loss of function. What is remarkable is that the proportion of children under 10, the married population, etc. kept up their share of the population. However, it will be noticed that the agricultural class steadily gained on the other classes; (except professional). The county was becoming more and more agricultural. Even as early as 1851 the county had many of the features of an old population - an excess of older persons and a shortage of children, births, etc. but not an excess of deaths. The only general conclusions we can come to in the case of this county is that it lost out in population because it was almost purely agricultural - not that it was a poor agricultural county, quite the contrary. It was developed more than the rest of the province, as shown by its proportion of improved land. Now this feature alone in a purely agricultural county would lead to a stationary or decreasing population, because the acreage of improved land could not be increased indefinitely. Putting the facts of Tables 23 and 24 with the fact that in 1931 Antigonish showed no symptoms of being undermanned in farm population, we are definitely driven to the conclusion that this county exhibited a case of saturation of the only class of population it possessed. The only way in which it could grow was by the introduction of new industries. The classes of occupation which made the increase in number gainfully occupied in all the Maritimes greater than in the total population from 1881 to 1931 were almost entirely missing in this county. It is true that a specialization in agriculture could possibly have changed the trend of growth, but whether this would make for increase or not is doubtful. There seemed to be no feature of mixed farming that pointed to the possibilities of specialization, except, perhaps, cheese making and the raising of sheep and flax for the manufacture of certain kinds of cloth in which the people of Antigonish as well as of the counties of Cape Breton seemed to excel. It is remarkable that fishing occupied so small a proportion of the population. This was clearly not because some farmers were giving part-time to fishing. The quantity of fish caught is ascertained to have been negligible in the years between 1851 and 1891; and yet the county is largely on the coast.

TABLE 23.--The County of Antigonish Compared with the Province of Nova Scotia - Occupation Classes, 1871 and 1881.

Occupation	1 8 7 1			1 8 8 1		
	Antigonish	Whole Province	Antigonish as Per Cent of Province	Antigonish	Whole Province	Antigonish as Per Cent of Province
Farmers and other agricultural	3,219	49,652	6.5	4,115	63,630	6.5
Fishermen	222	10,722	2.0	43	13,361	.3
Hunters	1	175	.6	13	112	11.6
Lumbermen	1	928	.1	-	906	-
Mariners	219	7,864	2.8	208	7,401	2.8
Miners and quarrymen	-	-	-	20	2,768	.8
Artisans and local manufacturers	557	16,354	3.4	574	18,272	3.1
Urban and new occupations -						
Government and civic employees	19	579	3.3	63	1,824	3.5
Commercial	108	4,733	2.3	106	4,775	2.2
Large manufacturers and new occupations	52	2,777	1.9	45	3,806	1.2
Personal service	308	7,003	4.4	334	8,126	4.1
Professional	189	5,419	3.5	188	4,024	4.7
Labourers	277	9,153	3.0	268	8,514	3.1
Population			4.3			4.1
Rural Population	16,512	321,120	5.1	18,060	353,929	5.1

TABLE 24.--The County of Antigonish as Compared with the Province of Nova Scotia in respect of Population, Industries, Production and Other Attributes in 1851-1891 and 1931.

Per Cent of the Whole Province

	1851	1861	1871	1881	1891	1931
POPULATION	4.87	4.41	4.26	4.10	3.60	1.96
Male	4.73	4.35	4.14	4.00	3.50	1.98
Female	5.00	4.64	4.37	4.16	3.65	1.92
Families	4.27	4.03	3.76	3.50	3.33	?
Married Population	4.12	3.70	4.36	3.30	2.90	1.53
Marriages	3.42	4.40	?	?	?	1.48
Births	4.54	3.87	4.09	3.59	?	1.88
Deaths	3.88	5.37	4.01	3.74	3.51	2.89
Children under 10	4.78	3.93	4.00	3.81	3.10	1.68
Persons over 50	5.16	4.80	4.33	4.44	4.46	2.58
Number of Schools	4.20	4.66	?	?	?	2.70
Number of Pupils	4.30	?	4.12	4.07	?	2.05
Improved land	7.17	9.11	6.61	6.79	7.15	5.47
Horses	5.65	6.43	6.80	6.10	5.57	5.94
Cattle	6.42	8.54	8.60	8.31	7.70	6.26
Sheep	7.38	8.20	7.40	7.30	8.10	13.05
Swine	5.38	8.50	8.40	7.40	6.00	4.10
Agricultural class	6.70	6.03	6.47	6.46	?	4.63
Commercial class	2.32	2.91	2.47	2.30	?	?
Industrial class	2.50	2.88	2.40	1.60	?	?
Professional class	3.41	4.90	4.80	4.36	?	?
Domestic class	-	2.79	4.49	4.20	?	?
Bushels of Wheat	11.54	14.00	10.70	7.90	15.40	23.15
Bushels of Barley, Rye & Corn	3.32	3.90	4.60	3.10	4.40	6.13
Bushels of Oats	19.05	9.00	10.23	8.10	8.40	6.14
Bushels of Buckwheat	7.70	2.00	5.95	4.70	5.70	.56
Bushels of Beans	21.36	?	3.70	3.30	5.50	1.47
Bushels of Potatoes	7.94	3.80	4.30	4.30	5.20	3.81
Bushels of Turnips	15.00	2.20	1.95	2.60	3.00	2.55
Other Roots	Neg.	4.60	5.60	.57	?	.27
Tons of Hay	6.40	7.00	6.50	7.00	5.93	5.07
Pounds of Butter	9.64	8.21	8.20	5.65	4.78	4.57
Pounds of Cheese	13.90	18.40	15.80	27.00	30.00	26.13
Pounds of Maple Sugar	6.40	6.40	3.95	1.40	.39	-
Bricks	1.00	2.40	?	-	-	?
Pounds of Soap	4.30	?	?	-	-	?
Hands employed in Grist Mills	4.20	6.88	8.40	4.00	?	?
Hands employed in Saw Mills	1.40	2.60	?	4.00	.95	?
Hands employed in Tanneries	4.54	-	3.67	-	3.59	?
Hands employed in Carding	-	Neg.	3.50	7.00	?	?
Hand looms	7.20	7.20	?	?	?	?
Yards of Filled Cloth	.80	13.40	?	9.00	?	?
Yards of Not Filled Cloth	3.25	7.00	?	?	?	?
Yards of Flannel	4.94	?	?	?	?	?
Men Fishing	1.72	2.09	2.15	.32	?	?

† Approximate.

4. Displacement of Population.—We have seen that there was a very great displacement in types of occupations between 1881 and 1931. It will be useful now to ascertain whether there was a corresponding displacement in types of population.

Displacement of population can take place in many ways. Of course, the obvious way is generations succeeding others, but this does not necessarily involve displacement of type. Type displacement can occur: (1) by immigration; (2) by one set of races increasing faster than others either through differential natural increase or emigration.

The displacement which took place in the Maritimes as compared with other provinces through immigration (including persons coming from other parts of Canada) may be seen very readily as follows:

Per Cent Non-Province Born Living in Province, 1931.

Prince Edward Island	6.0	Ontario	17.8
Nova Scotia	11.3	Manitoba	46.7
New Brunswick	11.7	Saskatchewan	52.0
Quebec	11.5	Alberta	59.0
		British Columbia	63.4

TABLE 25.—Native and Immigrant Population.

Census	Numbers		Percentages	
	Native-born (i.e. born in Canada)	Immigrants	Native born	Immigrants
PRINCE EDWARD ISLAND				
1861	63,027	17,830	77.9	22.1
1871	80,271	13,750	85.4	14.6
1881	99,297	9,494	91.2	8.8
1891	102,680	6,398	94.1	5.9
1901	99,006	4,253	95.8	4.2
1911	91,154	2,574	97.3	2.7
1921	86,250	2,365	97.3	2.7
1931	85,251	2,787	96.8	3.2
NOVA SCOTIA				
1861	298,192	32,665	90.1	9.9
1871	358,560	29,240	92.5	7.5
1881	412,859	27,713	93.7	6.3
1891	424,081	26,315	94.2	5.8
1901	435,172	24,402	95.8	4.2
1911	456,063	36,275	92.6	7.4
1921	480,332	43,505	91.7	8.3
1931	471,049	41,797	91.8	8.2
NEW BRUNSWICK				
1861	199,445	52,602	79.1	20.9
1871	248,879	36,715	86.8	13.2
1881	290,165	31,068	90.3	9.7
1891	299,257	22,006	93.1	6.9
1901	313,178	17,942	94.6	5.4
1911	333,576	18,313	94.8	5.2
1921	366,418	21,458	94.5	5.5
1931	383,818	24,401	94.0	6.0

1/ Including immigration from Canada.

The preceding figures show that the displacement through inward movement has been very small in the Maritimes as compared with the rest of Canada. The second, viz. differential racial increase, however, has been very potent, as seen from the following table which shows the per cent of the four dominant races in 1931 as compared with 1881 - English, Scottish, Irish and French - all other races being grouped. As it is important to see if the displacement was greatest in the decreasing counties, the data are given by counties arranged in order of decrease from their maximum population.

TABLE 26.--Race Displacement in the Counties of the Maritimes between 1881 and 1931.

County	1931 Population as Per Cent of Maximum	1931					1881					Per Cent Other Races
		Per Cent English	Per Cent Scottish	Per Cent Irish	Per Cent French	Per Cent Other Races	Per Cent English	Per Cent Scottish	Per Cent Irish	Per Cent French	Per Cent Other Races	
1. Halifax	100	48.5	14.5	15.9	6.8	14.3	28.5	17.9	28.7	5.7	19.2	
2. Gloucester	100	4.9	3.6	7.5	83.2	0.8	4.9	5.5	16.0	72.4	1.0	
3. Madawaska	100	3.1	1.7	1.8	92.4	1.0	-	-	-	-	-	
4. Northumberland	100	18.5	28.3	24.9	25.0	3.7	15.8	33.2	36.6	10.9	3.5	
5. Restigouche	100	12.8	14.7	8.6	62.3	1.6	11.2	41.5	15.8	28.4	2.1	
6. Saint John	100	39.4	16.3	31.2	5.9	7.2	27.1	12.9	53.5	0.8	5.7	
7. Sunbury	100	55.7	1.4	1.3	1.0	40.6	42.6	10.6	35.7	2.4	8.7	
8. Victoria, N.B.	100	34.0	11.2	14.1	30.7	10.0	14.8	10.0	13.9	56.4	4.9	
9. Westmorland	98	37.0	11.4	7.6	40.4	3.6	42.0	10.8	11.6	31.3	4.3	
10. Cape Breton	93	27.4	40.7	14.5	7.0	10.4	15.4	65.2	13.2	4.2	2.0	
11. Queens, N.S.	93	48.2	11.2	6.2	4.1	30.3	42.7	12.5	10.6	2.6	31.6	
12. Kent	92	8.0	8.6	4.6	77.3	-1.5	12.7	17.0	10.0	57.6	2.7	
13. Kings, N.S.	88	63.5	11.5	10.7	2.3	12.0	63.2	9.0	17.9	2.1	7.8	
14. Digby	88	31.7	5.3	4.9	50.0	7.8	45.5	2.4	5.0	39.7	7.4	
15. Lunenburg	87	27.3	5.0	2.7	7.0	56.0	13.9	3.9	3.4	6.7	72.1	
16. York	83	51.6	19.9	18.5	2.3	7.7	34.2	16.7	35.5	2.1	11.5	
17. Carleton	80	58.5	15.8	20.3	1.2	4.2	43.4	13.0	33.0	1.9	8.7	
18. Richmond	80	6.5	24.7	7.2	58.7	3.9	5.9	35.7	8.2	48.6	1.6	
19. Prince	78	27.1	26.1	18.3	27.0	1.5	20.8	34.4	22.2	21.0	1.6	
20. Cumberland	77	56.1	18.0	10.6	9.1	6.2	54.2	19.4	17.2	3.8	5.4	
21. Guysboro	76	33.8	23.1	17.0	11.2	14.9	25.1	30.4	22.4	7.6	15.5	
22. Hants	75	49.5	23.1	14.1	1.6	11.7	39.2	25.1	24.2	1.3	6.2	
23. Kings and Queens, N.B.	74	49.6	15.9	26.2	2.1	6.2	34.4	14.4	40.4	1.0	9.8	
24. Annapolis	73	68.9	9.0	5.6	2.7	13.2	57.0	10.1	13.3	2.1	17.5	
25. Shelburne	73	72.5	10.1	4.3	1.6	11.5	62.2	13.7	8.5	1.1	14.5	
26. Victoria, N.S.	71	23.8	68.2	4.9	1.8	1.3	8.4	83.2	5.7	0.9	1.8	
27. Colchester	70	31.6	42.4	16.6	2.5	6.9	20.5	38.0	32.4	1.5	7.6	
28. Inverness	67	6.8	63.1	4.6	23.0	2.5	5.7	75.1	4.7	14.2	0.3	
29. Queens, P.E.I.	66	29.7	38.3	22.0	8.5	1.5	22.7	44.3	25.8	5.2	2.0	
30. Kings, P.E.I.	65	19.6	52.1	19.9	7.2	1.2	12.8	60.8	20.3	3.8	2.3	
31. Yarmouth	65	47.2	4.3	3.2	41.3	4.0	53.9	2.5	5.3	35.2	3.1	
32. Charlottte	63	55.1	18.5	22.0	1.6	2.8	34.6	20.6	38.5	0.9	5.4	
33. Albert	62	61.9	9.8	16.6	1.1	10.6	49.7	10.4	26.1	0.9	12.7	
34. Pictou	61	16.4	64.0	8.2	5.0	6.4	6.4	82.9	6.1	0.8	3.8	
35. Antigonish	46	4.5	58.5	11.6	21.6	3.8	3.8	68.5	8.6	15.9	3.2	

There are a number of very striking points to be seen in the preceding table. There is no question that the races displaced were the Scottish and the Irish; the replacing races being the English and French. All other races have counted for very little except in the cases of Lunenburg and Queens, N.S. and Sunbury, N.B. The English are particularly conspicuous in their replacing qualities and the Irish seem to have been more subject to displacement than even the Scottish (largely Highland Scottish). It is clear that what took place in the Maritimes was emigration of the Irish and Scottish rather than English and French, with greater rates of natural increase among the French and probably the English. The displacement cannot be explained by immigration of English and French except to a small extent as already shown.

In this connection it may be mentioned that a quality of the Scottish and probably of the Irish people has been observed which may indicate that this emigration has not altogether been due to economic conditions, but has been partly due to the fact that the dominant race was Scottish or Irish. A study was made of different races throughout the subdivisions of Canada (1921 census) and it was observed that the Scottish were scattered over the country more than any other race except the Dutch or a Scandinavian race. Of course it will be thought that the emigration of the Scottish from the Maritimes was largely due to the fact that they settled the uplands and poorer lands while the English and French settled the best lands. This can be definitely proved as not the only explanation. If we take the proportion of abandoned farms, we find not many more in the counties where the Scottish were dominant in 1881 than elsewhere. There must have been something racial in the explanation - the English just stay and the Scottish and Irish do not. It is worthy of note that the races settling the Maritimes - at least two of these provinces - are today scattered over more parts of Canada - to say nothing of the rest of the world - than any other large race, by this fact alone proving themselves non-gregarious or individualistic, prone to settle and thrive under difficulties and then move on. These races have been displaced in the Maritimes by two races, one conspicuously urban, the other conspicuously rural. It will be noticed that the displacement of Scottish and Irish was as great in the increasing counties as in the decreasing, indicating that they did not tend to move to the increasing counties. The only urban county that showed an increase in the proportion of Scottish was Saint John; the other counties were Victoria, N.B., Westmorland, Kings, N.S., Digby, Lunenburg, York, Carleton, Kings and Queens, N.B., and Yarmouth, N.S., in all of which they formed only a very small part of the population either in 1881 or 1931. In other words they increased where there were few of the same race, while the English and French increased where there were many of their own race - gregariousness. Another consequence that arises from the displacement of races is that owing to the change of type of population, it would be folly to predict the future growth of population in the Maritimes. Indeed the logical expectation would be for an increase rather than a continued decrease or a stationary condition. While the population was decreasing in number, it would seem to be increasing in potentialities for growth.

The main cause of displacement was, clearly, differential emigration. This cannot be doubted, nor can it be doubted that emigration was the main cause of the slow growth or decrease of the Maritimes. This is obvious from the fact that there has always been sufficient natural increase to enable them to have more than double their present population. It does not seem necessary to labour the facts of emigration; the important question is "why the emigration?" However, as a matter of information, two tables are given herewith showing the volume of emigration.

TABLE 27.--Net Emigration from the Maritime Provinces in Each Sex and Age Group for the Four Decades, 1881-1921.

(Exclusive of deaths except during 1911-1921, when the deaths from war, influenza, and the Halifax explosion are included with the losses by emigration)

Age at Beginning of Decade	1881-91		1891-1901		1901-11		1911-21	
	Males	Females	Males	Females	Males	Females	Males	Females
5-9	4,412	3,995	3,378	4,159	2,256	2,614	2,556	2,183
10-14	9,269	6,179	9,149	8,177	8,511	6,207	8,534	5,398
15-19	13,875	11,920	14,042	13,419	13,275	12,032	10,799	9,539
20-24	11,735	12,629	12,062	12,627	9,769	10,726	8,287	9,027
25-29	5,713	6,849	4,520	6,074	2,462	3,888	1,363	2,687
30-34	1,665	2,260	1,364	2,309	107	1,532	434	974
35-39	1,201	2,170	581	1,390	158	1,124	385	1,081
40-44	194	601	455	1,168	216	837	1,054	351
5-44	48,064	46,603	45,551	48,323	36,006	38,960	30,534	31,240
Total	94,667		93,874		74,996		61,774	
/ Increase								

NOTE: From the preceding table, gross emigration may be calculated for each decade, as follows:^x

Net emigration 1881-1891	94,667
Immigrants who came 1881-1891 and were still living in 1901, from 1901 census, 7,804.	
1/Estimated number living in 1891, 100-85.59 of same	9,118
Gross emigration 1881-1891 exceeding	<u>103,785</u>
Net emigration, 1891-1901	93,874
Immigrants who came 1891-1901 and were still living in Maritimes in 1901, from	
1901 census	<u>17,323</u>
Gross emigration 1891-1901 exceeding	<u>111,197</u>

^x All figures in these calculations are minimum estimates, as the census yields no information concerning the movements of persons born after one census who have left the country before the next one, or immigrants who have come into the country after one census and have left it again before the next one.

1/ Deaths in this group probably overestimated.

Net emigration, 1901-1911	74,966
Immigrants who came 1900-1910 and were still living in Maritimes in 1921, from 1921 census, 20,227.	
Estimated number living there in 1911, 100-85.59 of same	23,632
Gross emigration, 1911-21 exceeding	98,598
Net emigration, 1911-1921 (including some deaths)	61,774
Immigrants who arrived 1911-1921 (1921 Census)	30,763
Gross emigration, 1911-21 (including war, influenza and explosion deaths) exceeding	92,537

4 Deaths in this group probably overestimated.

TABLE 28.--Maritime Provinces: Total Emigration of the 1921 Population.

Age	Population 1921		Population 1931		Decrease in Numbers at each Age Group, 1931 from the Group 10 years Younger 1921		Arrivals ^{1/} 1921-1931		Deaths in the Decade of the Population of 1921		Total Emigration of the 1921 Population x		
					Male	Female	Male	Female	Male	Female	Male	Female	Total
0-4	60,143	58,889	55,595	54,416	---	---	---	---	---	---	---	---	---
5-9	59,161	57,514	59,443	57,642	---	---	---	---	---	---	---	---	---
10-14	56,366	54,174	57,222	55,550	2,921	3,339	1,302	1,179	3,007	2,476	1,216	2,042	3,258
15-19	50,102	49,563	53,970	51,102	5,191	6,412	1,931	1,725	1,089	880	6,033	7,257	13,290
20-24	40,973	42,254	44,319	40,372	12,047	13,802	1,323	1,272	1,466	1,359	11,904	13,715	25,619
25-29	36,393	35,976	33,074	31,849	17,028	17,714	1,571	1,169	1,706	1,772	16,893	17,111	34,004
30-34	30,696	29,879	29,688	29,125	11,285	13,129	1,473	1,381	1,514	1,817	11,244	12,693	23,937
35-39	31,022	28,906	30,374	29,439	6,019	6,537	1,706	1,320	1,745	1,866	5,980	5,991	11,971
40-44	27,439	25,010	27,398	25,645	3,298	4,234	1,087	1,087	1,671	1,575	3,067	3,746	6,813
45-49	25,478	22,807	26,202	24,088	4,820	4,818	1,011	876	1,757	1,659	4,074	4,035	8,109
50-54	22,219	20,020	23,942	21,238	3,497	3,772	748	590	1,904	1,692	2,341	2,670	5,011
55-59	17,218	16,528	19,859	17,878	5,619	4,929	502	402	2,335	2,053	3,786	3,278	7,064
60-64	16,276	14,902	17,474	15,505	4,745	4,515	311	253	2,844	2,591	2,212	2,177	4,389
65-69	13,267	12,074	14,325	13,415	2,893	3,113	198	150	3,246	3,059	155	204	49
70-74	9,694	9,386	11,080	10,255	5,196	4,647	132	113	4,423	3,835	905	925	1,830
75-79	6,629	6,915	7,184	7,178	6,083	4,896	92	81	5,217	4,449	958	528	1,486
80-84	3,615	4,078	3,833	4,237	5,861	5,149	58	60	5,313	4,977	606	232	838
85-89	1,529	1,910	1,605	2,159	5,024	4,756	19	37	4,762	4,734	281	59	340
90 and over	490	833	529	894	5,105	5,927	19	20	5,061	5,452	63	495	558
TOTAL	508,710	491,618	517,116	491,987	106,632	111,689	13,836	11,715	49,060	46,246	71,408	77,158	148,566 ^{2/}

1/ Not including the returned Canadians who did not give the year of their arrival. These are calculated to number about 10,000.

x The decrease plus the arrivals minus the deaths.

2/ To this figure must be added the number replaced by persons coming to the Maritimes from other provinces of Canada in this decade. The number of these, after allowing for deaths, is calculated at 3,614 males, 3,272 females, 6,886 total, making a gross emigration of 75,022 male, 80,430 female, 155,452 total.

5. The Contribution of Biological Factors to Slowing Up of Maritime Population. --This question sinks into unimportance under the peculiar conditions of Maritime growth. No one would be bold enough to advance the argument that the Maritimes have grown so slowly owing to a low rate of natural increase, because there was always a high enough rate to make it grow much more. It is quite true that its present population would be larger than it is if the natural increase were higher (at present); also that there are clear indications in the counties that natural increase was going down as the population was decreasing (see persons under 16 in Table 21). However, it is necessary to be clear as to the manner in which the population would probably be larger than it is if the natural increase were higher. There would be more children under emigration ages. Since children at these ages form a large part of the population the difference in population from this source would be considerable; but would be of doubtful advantage to the country unless they remained after they reached emigration ages. The "vital" elements in the condition of the Maritimes, therefore, have been unimportant, except in so far as they contributed to the displacement of races. Consequently the conditions of these "vital" elements - age and sex distribution, marriage rates, etc. - while very interesting, may be dismissed with a few tables for the sake of information only. It should be pointed out, however, that the status of the "vital" elements are results, rather than causes, of the trend of population growth. The reader is now referred to the tables which follow and to Table 10 which gives statistics as to birth rate and marriage rate.

TABLE 29... Per Cent of the Married Mothers Represented in the Birth Statistics of 1931, who up to that Date had given Birth to One Child, Two Children, etc. up to 15 or more for Canada and by Provinces.

No. of children born	CANADA	P.E.I.	N.S.	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C.
One child or more	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
More than 1 child	76.78	77.71	76.68	81.40	82.50	71.51	73.79	77.65	74.16	67.49
" " 2 children	57.66	61.28	58.68	64.70	67.09	49.23	53.88	57.50	52.32	42.74
" " 3 "	43.75	45.77	45.16	52.35	54.53	34.20	39.53	42.91	37.02	28.10
" " 4 "	33.33	35.90	34.37	42.07	44.29	23.71	28.98	32.04	26.44	18.16
" " 5 "	25.43	26.63	26.01	33.58	35.78	16.51	21.02	23.66	19.10	12.06
" " 6 "	19.35	18.82	19.36	26.67	28.76	11.42	15.39	17.41	13.37	7.97
" " 7 "	14.36	13.02	14.04	20.20	22.40	7.77	11.03	12.39	9.19	4.96
" " 8 "	10.40	9.11	10.12	14.56	16.98	5.13	7.75	8.78	5.90	3.01
" " 9 "	7.43	6.34	7.09	10.21	12.65	3.33	5.36	6.00	3.90	1.85
" " 10 "	5.12	3.47	4.61	6.98	9.12	2.08	3.65	3.78	2.39	1.19
" " 11 "	3.47	1.95	2.90	4.50	6.43	1.28	2.40	2.42	1.60	0.66
" " 12 "	2.21	1.14	1.72	2.86	4.27	0.73	1.35	1.44	0.93	0.27
" " 13 "	1.38	0.76	1.06	1.55	2.74	0.43	0.85	0.88	0.54	0.17
" " 14 "	0.81	0.43	0.53	0.86	1.69	0.23	0.44	0.44	0.29	0.08
" " 15 "	0.46	0.16	0.26	0.54	0.98	0.12	0.22	0.23	0.15	0.04

NOTE: It will be seen that the Maritimes show as many births to each mother as the average for Canada. When adjustments are made for age this is still true. Consequently if the birth rate in the Maritimes is lower than elsewhere in Canada it is not because of the fecundity of married females who have any children but because of the low marriage rate or the married females who show no births.

One of the results of emigration is a disturbance of the relative proportion of the two sexes, this in turn causing a disturbance in the marriage rate. The marriage rate in the Maritimes is low and while there are many contributory causes to this, it may be interesting to see the possibilities arising from one cause - the relative numbers of the sexes.

TABLE 30... Marriage Opportunities for Women, 1931.

Age of Females	Preferred Age for Husbands	Prince Edward Island			Nova Scotia			New Brunswick		
		Number of Unmarried Females	Number of Males (unmarried) at Preferred Ages	Excess of Females over Males	Number of Unmarried Females	Number of Males (unmarried) at Preferred Ages	Excess of Females over Males	Number of Unmarried Females	Number of Males (unmarried) at Preferred Ages	Excess of Females over Males
15-19	20.2-23.8	4,070	3,104	966	24,292	17,657	6,635	19,533	13,565	5,968
20-24	24.8-28.4	2,086	1,635	451	12,531	9,066	3,465	10,290	6,591	3,699
25-29	29.4-33.0	948	1,004	- 56	5,564	5,054	510	4,312	3,525	787
30-34	34.0-37.5	554	722	-168	3,172	3,987	-815	2,530	2,399	131
35-39	38.5-42.0	437	525	- 88	2,701	3,010	-309	1,986	1,822	164
40-44	43.0-46.6	449	477	- 28	2,365	2,583	-218	1,729	1,635	94
45-49	47.6-51.2	430	452	- 22	2,518	2,220	298	1,805	1,630	175
50-54	52.2-55.7	454	369	85	2,707	1,865	842	1,893	1,508	385
15-54	20.2-55.7	9,428	8,288	1,140	55,850	45,442	10,408	44,078	32,675	11,403

Excess of Females as a Percentage of Males

Age of Females	Preferred Age for Husbands	Per Cent Excess P.E.I.	Per Cent Excess N.S.	Per Cent Excess N.B.
15-19	20.2-23.8	31.12	37.58	44.00
20-24	24.8-28.4	27.58	38.22	56.12
25-29	29.4-33.0	5.58	10.09	22.33
30-34	34.0-37.5	-23.27	-20.44	5.46
35-39	38.5-42.0	-16.76	-10.27	9.00
40-44	43.0-46.6	- 5.87	- 8.44	5.75
45-49	47.6-51.2	- 4.87	13.42	10.74
50-54	52.2-55.7	23.04	45.15	25.53
15-54	20.2-55.7	13.75	22.90	34.90

It may appear remarkable that New Brunswick has a greater excess of unmarried females over the males at the preferred ages than any other of the Maritimes. It may be mentioned that the sex and age distribution in Quebec also are rather unfavourable for marriage. The most striking feature in the above table is that the order of the three Maritimes in the matter of excess females is in the inverse order of their increase in population, Prince Edward Island being the least unfavourable and New Brunswick the most. In constructing the table the greatest care was taken in calculating the preferred ages of males from each age of the female, from the vital statistics not only of 1931 but of previous years as well. These "preferred ages" stand out in consistency and even rigidity as between provinces and years.

Summary of Conclusions

Since Confederation there has been an emigration from the Atlantic Maritime Provinces of approximately 450,000.

During the decade 1861-71, the population of the three provinces increased from 663,761 to 767,415. This was due to natural increase or arrivals from Canada, since the immigrant population decreased from 103,097 to 79,705 during the same period. There was a moderate emigration of young people during this period - something over 30,000 - but at least half of these appear to have been immigrants.

During the decade 1871-1881, population increased from 767,415 to 870,696. This increase also was entirely due to natural increase or arrivals from other parts of Canada, since the immigrant population diminished from 79,705 to 68,275 during the period. Emigration was in excess of 40,000, and most of the emigrants appear to have been natives of the Maritime Provinces. This decade therefore marks the beginning of the pronounced movement of the native-born from the Maritimes.

During the decade 1881-1891, the population of the Maritimes increased only slightly - from 870,696 to 880,737. During this period, the provinces lost by emigration about 104,000 inhabitants. About 13,000 of these were immigrants who had come to the Maritime Provinces before 1881; the remaining 91,000 appear to have been native-born. This loss was counterbalanced to a slight extent by the addition of about 9,000 new immigrants. Without such addition the population of the Maritimes would have remained practically stationary during the eighties, the native emigration almost cancelling the natural increase.

From 1891-1901, the population of the Maritimes again showed little increase - namely, from 880,737 to 893,953. During this decade the loss by emigration was heavy, exceeding 111,000. Of these, some 18,000 were foreign-born residents who had come before 1891, but the remaining 93,000 seem to have been native-born. The departure of the 18,000 immigrants was nearly counterbalanced by the arrival of some 17,000 new ones who remained in the provinces at least long enough to be enumerated in the census of 1901. As in the preceding decade, had it not been for the arrival of these immigrants, the population of the Maritimes would have shown a net loss, the emigration of the native-born being again almost sufficient to cancel the natural increase.

From 1901 to 1911 the population of the Maritimes began to increase more rapidly, namely from 893,953 to 937,955. During this period the Maritimes lost by emigration about 99,000 residents, of whom about 6,000 were immigrants who had arrived before 1901, while the remaining 93,000 were native-born. Meanwhile some 24,000 new immigrants came in. About half of the increase in population during this decade is thus attributable to immigration and about half to natural increase (including, of course, births to immigrants).

From 1911-1921, population increased still more rapidly, from 937,955 to 1,000,328. During these ten years the Maritimes lost, by emigration and war causes combined, about 93,000 residents, including some 13,000 immigrants and some 80,000 native-born. Meanwhile, over 31,000 new immigrants settled.

From this it appears that emigration from the Maritimes has been in evidence in every decade since Confederation, although the most considerable movement occurred in the last decade and in the eighties and nineties. From 1891 to 1901 the immigrant arrivals were not even sufficient to balance the departures of former immigrants; while emigration from the Maritime Provinces almost cancelled the natural increase of the native-born. The magnitude of this emigration of the native-born may be illustrated by stating that, in each decade since 1881, the three provinces have lost a native-born population practically equal to that of Prince Edward Island.

Of the male population between 5 and 65 who were living in the Maritimes in 1891, over one-third of the survivors were living elsewhere in 1921. There were in 1921 at least 325,000 former residents of the Maritimes who were living elsewhere, - about three-quarters in the United States. This emigration of the native-born was not entirely due to the impossibility of making a living in the Maritime Provinces, for from 1901 the immigrant population was increasing. The latter increase occurred chiefly before the war, but has also been in evidence on a small scale since.

The effects of this emigration upon the Maritime Provinces may be briefly summarized as follows:-

The emigrants are mostly drawn from desirable classes of the population, the majority being young native-born of British races. Most of the emigrants leave the Maritimes between the ages of 15 and 30, after having been educated at the expense of the provinces, and when they are young, vigorous, ambitious and enterprising. By their departure the Maritime Provinces lose not only the most efficient type of labour power but also enterprising ability on which further development depends.

The effect of emigration in removing the younger and more vigorous elements of the population is to decrease crude birth and marriage rates and to increase crude death rates, thus checking natural increase.

Nova Scotia and Prince Edward Island remain the most characteristically British provinces, and migration has done little to change this. In New Brunswick emigration is helping to reduce the proportion of British stock and to increase the percentage of French origin.

In spite of the heavy emigration and consequent slowing up of growth in the Maritimes, there is no evidence of understaffing of existing farms, of displacement of farm labour by machinery, or of decline in agricultural productivity.

The beginnings of the movement away from the Maritimes seem to have taken place among the portion of the rural population which was not purely agricultural i.e. local artisans, small shop-keepers and small manufacturers. These, of course, thrive under conditions of new settlements, and have been displaced elsewhere as well as in the Maritimes, by large scale production. In addition to these was a large number of sailors, etc. who were mainly occupied in sailing vessels, also those connected with building and equipping these vessels. The loss of population due to the disappearance of these industries (workers and families) would account for probably 150,000 or 200,000 persons if they were not absorbed otherwise in the provinces. There is no evidence that they were so absorbed. The decrease in agricultural population was considerable, but some of this was, no doubt, due to the decline in the above-mentioned artisans, etc. and a great deal of it due to the younger population who were formerly working for their parents and classed as "farmer's sons", but in later times have struck out for the large cities to push their fortunes.

The most striking result, however, of the decline in rural population in certain counties is that it rendered these rural populations more agricultural. This would seem to show that the mainspring of the movement was the decline in rural occupations other than agriculture. In conjunction with this it should be mentioned that recent rural growth, in such counties as are increasing, is mainly due to the non-farm population of these counties.

As observed in other parts of Canada, there are two periods of rapid increase in a population, the first, the period of settlement, the second the period of rapid urbanization. The period of new settlement lasts as long as there are new parts to be settled. Synchronizing with this period of settlement is a strong movement of population, not only into the country or province, but also from one part of the province to another. Thus, Saskatchewan owes practically all of its considerable increase between 1921 and 1931 to the fact that a large proportion of the population, leaving the older settlements of the province, moved into the newer parts, instead of out of the province. Clearly, if there had been no newer parts to move into, the population would have decreased. The Maritimes, except New Brunswick, seem to have completed the exploitation of the first form of growth by 1881.

During the last fifty years the working population of the Maritimes has increased considerably more than the total population, and (in proportion to the total population) has increased most rapidly in Prince Edward Island and next in Nova Scotia, some of this being due to increasing proportion of adult population which in turn was due to declining natural increase, but the increasing proportion of adults was not the sole cause. Indeed (see Chart 1) there is a decided shortage in adult population as compared with Canada as a whole. An increasing adult proportion must be considered an effect as well as a cause of increasing number of workers. A part of the phenomenon mentioned was due to a most drastic change in the nature of the industries, employing more persons who from the nature of their occupations accounted for no more population than themselves as individuals - female and migratory male workers. The work and workers increased, but not the population producing workers. No doubt such a phenomenon influences such matters as local consumption since such workers spend their money in different ways from a man who is bringing up a family.

A striking result of the emigration, particularly of differential emigration, and of the immigration of the Maritimes, has been a drastic displacement of races, the Scottish and Irish giving place to the English and French. This must be regarded as being closely connected with what has already been said about the two forms of population growth.

CHAPTER III.--PRODUCTION AND INDUSTRY

PART I.--INTRODUCTORY--GENERAL SURVEY OF PRODUCTION.

A feature of productive industry in the Maritime Provinces is its diversified character--in which respect it stands in strong contrast to a region like the Prairie Provinces. A broad review of Maritime production is given in Table I / which shows that several branches of industry contributed major parts to the total net value of production which amounted to \$240,214,000 in 1929; to \$209,811,000 in 1930; and to \$170,740,000 in 1931. Agriculture outdistanced the others considerably contributing 32.5 per cent of the total in 1929; 29.6 per cent in 1930 and 25.9 per cent in 1931 the latter reflecting the drastic declines in the prices of primary products. Manufactures, on the other hand, which in 1929 comprised 20.8 per cent of the total, had risen to 24.6 per cent in 1931 but little below the level of agriculture. Forestry contributed 15 per cent of the total in 1931 and mining 13.6 per cent.

TABLE 1.--Value of Production in Maritime Provinces by Leading Industrial Divisions, 1929-31.

	Prince Edward Island		Nova Scotia		New Brunswick		Maritime Provinces		Percent- age of net	C A N A D A		
	Gross \$ 000	Net \$ 000	Gross \$ 000	Net \$ 000	Gross \$ 000	Net \$ 000	Gross \$ 000	Net \$ 000		Gross \$ 000	Net \$ 000	Percent- age of net
Agriculture												
1929	26,851	19,650	45,528	30,160	41,134	28,346	113,513	78,156	32.54	1,729,821	1,034,130	26.20
1930	19,297	12,776	39,561	25,745	35,190	23,480	94,048	62,001	29.56	1,346,364	758,792	23.59
1931	11,696	8,685	26,658	18,925	23,204	16,693	61,558	44,303	25.95	880,054	538,192	21.53
Forestry												
1929	670	582	11,870	9,707	37,297	24,829	49,837	35,118	14.62	495,593	337,649	8.56
1930	664	584	14,415	11,134	32,823	21,965	47,902	33,683	16.05	440,352	303,145	9.42
1931	623	556	12,736	9,775	22,353	15,343	35,712	25,674	15.04	288,674	220,650	8.03
Fisheries												
1929	1,847	1,297	16,223	11,427	7,374	5,936	25,444	18,660	7.77	70,580	53,519	1.36
1930	1,683	1,141	14,928	10,411	5,954	4,854	22,565	16,406	7.82	63,743	47,804	1.49
1931	1,605	1,079	11,302	7,987	5,320	4,170	18,227	13,236	7.75	39,655	30,517	1.22
Trapping												
1929	15	15	239	239	194	194	448	448	.19	16,356	16,356	.41
1930	3	3	383	383	106	106	492	492	.23	9,876	9,876	.31
1931	2	2	231	231	112	112	345	345	.20	8,745	8,745	.35
Mining												
1929	-	-	30,904	30,904	2,439	2,439	33,343	33,343	13.88	352,267	310,851	7.88
1930	-	-	27,019	27,019	2,191	2,191	29,210	29,210	13.92	325,184	279,874	8.70
1931	-	-	21,081	21,081	2,177	2,177	23,258	23,258	13.62	276,365	228,029	9.12
Electric Power												
1929	204	203	3,813	3,088	2,817	2,209	6,834	5,500	2.29	157,499	122,883	3.11
1930	228	227	4,433	3,676	3,482	2,807	8,143	6,710	3.20	164,834	126,038	3.92
1931	270	270	4,856	3,954	3,695	2,931	8,821	7,155	4.19	163,322	122,311	4.89
Construction												
1929	627	408	14,998	9,809	6,807	4,424	22,432	14,641	6.09	594,145	386,709	9.80
1930	1,120	728	7,238	4,704	11,067	7,194	19,425	12,626	6.02	456,995	297,047	9.23
1931	186	121	6,923	4,501	9,757	6,342	16,866	10,964	6.42	315,482	205,063	8.20
Custom and Repair												
1929	267	203	3,878	2,544	1,973	1,532	6,118	4,279	1.78	143,877	99,618	2.52
1930	221	150	3,875	2,718	1,524	1,250	5,620	4,118	1.96	123,000	85,200	2.65
1931	215	157	3,191	2,463	1,326	1,250	4,732	3,870	2.27	97,000	71,000	2.84
Manufactures (a)												
1929	4,639	1,774	92,293	42,786	71,434	30,981	168,366	75,541	20.84	4,063,987	1,997,350	40.16
1930	4,255	1,708	85,803	41,297	63,468	29,571	153,526	72,576	21.24	3,428,971	1,761,987	40.69
1931	4,136	1,787	70,680	37,391	55,210	29,578	130,026	68,756	24.56	2,698,462	1,474,582	43.82
TOTAL (b)												
1929	32,808	23,452	199,017	129,380	141,494	87,382	373,319	240,214	100.00	6,846,171	3,946,609	100.00
1930	25,437	16,635	174,266	114,403	127,022	78,773	326,725	209,811	100.00	5,601,881	3,216,747	100.00
1931	16,804	11,924	136,854	94,508	99,117	64,308	252,775	170,740	100.00	4,151,733	2,500,204	100.00

(a) Manufactures includes certain duplication eliminated from total. (b) Percentage adjusted.

Table I, it may be explained, is designed to give an inclusive statement for each general industry and at the same time prevent duplication in connection with "border-line" products; e.g., dairy factories are included under agriculture, sawmills and pulp mills under forestry, cement and clay products under mining, etc.; these and similar are also included under "manufactures", but the duplication is eliminated in the grand total. "Net" production represents an attempt to eliminate the value of all material consumed in the production process.

EMPLOYMENT IN THE MARITIME PROVINCES, 1921-1933.

As a sidelight on productive activity and recent industrial conditions in the Maritime Provinces, the monthly record of employment maintained in the Dominion Bureau of Statistics since 1921 is of value. This record is based on monthly returns made to the Bureau by employers having fifteen or more persons on their payrolls; the statistics are representative of practically all industries except agriculture, hunting, fishing and highly specialized business operations such as banking, insurance, etc.

In table 2 herewith is given a series of index number showing the comparative activity of employment in the various economic areas throughout Canada.

It will be noted that, while the Maritimes in common with the other sections of Canada and all other industrial countries suffered severe recessions in employment in recent years, fluctuations were less than in the other economic areas. Contrary to the generally downward trend elsewhere, the Maritime employment index, (1926=100) averaged 118.3 in 1930, the highest on record and an increase of 3.5 points over 1929. This was largely due to an important programme of highway construction and improvement undertaken during the early summer. From July, employment declined steadily during 1930, and with few exceptions the trend was also unfavourable throughout 1931, when the index averaged some ten points lower than in 1930.

In 1932 employment, month by month, was consistently lower than in 1931 or immediately preceding years. The substitution of a policy of direct relief for that of public works in the relief of unemployment contributed to this result. As in 1930, however, the average index of employment in the Maritimes, standing at 92.2, was higher than in any other part of Canada.

The employment situation in Canada during the greater part of 1933 was characterized by a distinctly favourable movement, paralleling the recovery shown in most of the leading industrial countries of the world. In the first few months of the year, activity reached its lowest level in recent years, but from April 1 the general trend was steadily upward, the period of improvement extending over eight months. The gains indicated in several of these months exceeded the average increases noted on the same dates in the years since 1920, while those in the last quarter were particularly interesting because they were contrary to the usual seasonal movement as determined by the experience of the last twelve years.

Employment in the Maritime Provinces showed reductions during the first two months of 1933, lowering the index to 76.5 on February 1. Moderate recovery was indicated on March 1, succeeded by substantial gains in the next five months. The trend then again turned downward in the following three months, while improvement indicated on December 1 brought the index to 93.4, its 1933 high.† This was 13.3 points higher than at the beginning of 1933, and 9.6 points above the level of December 1, 1932. During the first seven months of the year just passed, employment was consistently lower than in the same month in 1932, but from midsummer this unfavourable comparison was reversed and activity month by month was greater than on the same date in the preceding year. Manufacturing as a whole showed very little change in employment in 1933 as compared with 1932; the index was lower in the winter and spring, but the situation improved as the year advanced and the mean index stood at 77.2, as compared with 77.5 in 1932. The December 1, 1933, index, 83.6, was over seven points higher than that for the same month in the preceding year.† In the textile group, activity was generally less than in 1932, although the index in the last five months of 1933 rose above its level in the same months of the year before. Pulp and paper and iron and steel factories recorded heightened activity as compared with 1932, while lumber mills showed practically the same volume of employment on the whole, with improvement over the preceding year reported monthly from August 1 to the end of the year. Other manufactures were generally slacker. All these groups, however, showed a better situation at the close of 1933 than at its beginning. Unsatisfactory export conditions continued to affect transportation, which afforded less employment than in 1932, when activity had been reduced as compared with the immediately preceding years. Communications were generally slacker. Construction on the whole was quieter, in spite of important works undertaken for the relief of unemployment. Services showed reduced activity, and trade also registered a generally lower level of employment. Mining was also duller than in 1932. Considerably greater activity was indicated in logging, in which the index of employment averaged 88.6, compared with 62.3 in 1932 and 83.5 in 1931. The seasonal increases in bush operations during the autumn and early winter of the year just closed were exceptionally large. The aggregate payrolls of the 584 reporting employers in the Maritime Provinces in 1933 averaged 59,564 persons. For all Canada the corresponding number of firms was 8,138 and the payroll 768,628.

In Table 3 a survey of the employment situation in the Maritime Provinces and Canada, by industries, is given as of January 1, April 1, July 1 and October 1, during the past ten years.

† It may be added that in the first quarter of 1934 the index number of those employed in the reporting industries of the Maritime Provinces rose above the 100 point for the first time in two years, reaching 103.2 on March 1, 1934, the latest available date.

TABLE 2.--Index Numbers of Employment by Economic Areas.
(Average calendar year, 1926=100).

	Maritime Provinces	Quebec	Ontario	Prairie Provinces	British Columbia	Canada
1921 - Average	102.4	82.2	90.6	94.0	81.1	88.8
1922 - Average	97.3	81.4	92.8	92.6	82.8	89.0
1923 - Average	105.7	90.7	99.5	94.8	87.4	95.8
1924 - Average	96.6	91.3	95.5	92.1	89.4	93.4
1925 - Average	97.0	91.7	94.8	92.0	93.7	93.6
1926 - Average 1/	99.4	99.4	99.6	99.5	100.2	99.6
1927 - Average	103.7	104.0	105.6	105.3	101.1	104.6
1928 - Average	106.6	108.3	113.5	117.9	106.4	111.6
1929 - Average	114.8	113.4	123.1	126.3	111.5	119.0
1930 - Average	118.3	110.3	114.6	117.1	107.9	113.4
1931 - Average	108.1	100.9	101.2	111.5	95.5	102.5
1932 - Average	92.2	85.5	88.7	90.0	80.5	87.5
1933 - Average	85.3	82.0	84.2	86.2	78.0	83.4
1929 - Jan. 1	103.3	103.3	113.8	116.6	100.4	109.1
Feb. 1	104.6	105.9	117.0	113.1	96.4	110.5
Mar. 1	106.8	104.7	118.4	112.3	103.7	111.4
Apr. 1	107.5	101.1	117.4	113.9	106.0	110.4
May 1	108.3	107.3	123.8	119.7	111.6	116.2
June 1	112.5	115.9	126.2	132.4	117.5	122.2
July 1	117.9	119.4	127.2	136.7	118.2	124.7
Aug. 1	127.5	121.3	128.0	144.8	122.7	127.8
Sept. 1	127.3	120.5	126.9	143.3	121.5	126.8
Oct. 1	123.7	120.2	128.4	134.2	118.2	125.6
Nov. 1	124.6	122.8	126.5	129.5	113.9	124.6
Dec. 1	113.3	118.4	123.1	119.0	108.3	119.1
1930 - Jan. 1	113.6	107.4	116.1	111.0	99.1	111.2
Feb. 1	112.1	108.2	117.1	109.8	99.9	111.6
Mar. 1	110.2	106.6	115.6	105.3	104.2	110.2
Apr. 1	107.8	103.7	112.7	103.2	106.0	107.8
May 1	113.1	106.1	115.7	109.2	110.7	111.4
June 1	122.4	114.5	117.8	115.8	113.3	116.5
July 1	141.1	116.8	116.9	120.4	113.5	118.9
Aug. 1	140.9	114.7	115.7	126.2	115.8	118.8
Sept. 1	122.5	113.6	113.6	129.8	114.6	116.6
Oct. 1	116.2	113.0	114.6	130.0	112.1	116.2
Nov. 1	110.1	111.9	111.6	125.8	105.4	112.9
Dec. 1	109.5	106.7	108.2	118.6	100.0	108.5
1931 - Jan. 1	119.3	99.3	100.1	106.4	94.1	101.7
Feb. 1	110.6	98.8	101.7	101.0	93.8	100.7
Mar. 1	104.5	99.7	101.6	98.6	93.8	100.2
Apr. 1	102.3	98.5	102.4	97.7	92.4	99.7
May 1	104.0	102.3	103.8	100.0	96.1	102.2
June 1	105.2	104.3	104.2	103.3	97.9	103.6
July 1	109.4	103.2	102.7	108.9	97.9	103.8
Aug. 1	106.8	102.4	100.7	129.1	98.0	105.2
Sept. 1	102.7	109.8	100.7	130.0	96.6	107.1
Oct. 1	102.6	101.6	99.3	129.1	95.9	103.9
Nov. 1	116.6	96.2	98.1	128.2	98.9	103.0
Dec. 1	112.7	94.7	99.3	106.0	90.5	99.1
1932 - Jan. 1	111.1	86.3	93.8	92.8	80.6	91.6
Feb. 1	99.9	85.9	92.7	91.3	77.5	89.7
Mar. 1	93.1	86.5	91.8	88.2	78.7	88.7
Apr. 1	88.3	85.0	91.1	86.1	80.9	87.5
May 1	87.8	86.0	89.5	87.6	82.7	87.5
June 1	96.4	87.8	89.9	89.3	83.7	89.1
July 1	96.4	86.6	89.2	90.5	83.7	88.7
Aug. 1	90.1	84.4	86.9	90.1	81.4	86.3
Sept. 1	87.8	85.3	85.1	91.6	82.8	86.0
Oct. 1	84.9	85.8	86.1	94.6	82.1	86.7
Nov. 1	86.8	83.6	84.2	91.6	77.8	84.7
Dec. 1	83.8	82.9	84.1	86.7	73.8	83.2

1/ The average for the calendar year 1926, including figures up to December 31, 1926, being the base used in computing these indexes, the average index here given for the 12 months January 1 - December 1, 1926, generally shows a slight variation from 100.

TABLE 2.—Index Numbers of Employment by Economic Areas - Continued.
(Average calendar year, 1926=100)

	Maritime Provinces	Quebec	Ontario	Prairie Provinces	British Columbia	Canada
1933 - Jan. 1	80.1	77.8	78.8	84.4	69.7	78.5
Feb. 1	76.5	75.7	78.9	80.4	68.0	77.0
Mar. 1	76.8	74.1	79.8	80.0	67.7	76.9
Apr. 1	78.3	73.1	78.3	78.3	68.8	76.0
May 1	80.3	75.4	79.5	79.2	72.2	77.6
June 1	82.8	79.3	81.6	82.7	76.2	80.7
July 1	89.9	83.0	85.0	85.0	81.8	84.5
Aug. 1	93.0	84.8	86.6	90.5	87.3	87.1
Sept. 1	91.5	87.0	88.1	90.7	89.2	88.5
Oct. 1	90.9	89.1	89.6	98.7	85.6	90.4
Nov. 1	90.2	92.2	91.4	94.6	84.0	91.3
Dec. 1	93.4	92.4	93.3	89.3	85.4	91.8
1934 - Jan. 1	97.0	86.3	91.2	86.4	80.4	88.6
Feb. 1	101.3	88.5	95.3	84.7	84.1	91.4
Mar. 1	103.2	89.1	97.8	83.8	85.6	92.7

Relative Weight of Employment by Economic Areas as at March 1, 1934.

8.5	28.1	43.0	12.2	8.2	100.0
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Note: The "Relative Weight", as given just above, shows the proportion of employees in the indicated area to the total number of all employees reported in Canada by the firms making returns for the date under review.

TABLE 3.—Index Numbers of Employment by Industries, Maritime Provinces and Canada.
(Average 1926=100).

	January 1		April 1		July 1		October 1	
	Maritime Provinces	Canada	Maritime Provinces	Canada	Maritime Provinces	Canada	Maritime Provinces	Canada
1924								
Manufacturing	95.1	86.7	96.3	93.6	113.9	94.9	102.9	92.7
Logging	251.3	166.2	72.3	97.8	75.3	78.4	91.3	96.4
Mining	102.1	105.1	104.7	104.1	110.0	104.5	101.8	103.6
Communications	109.3	89.5	100.1	91.0	106.4	96.0	107.1	95.5
Transportation	106.4	99.1	112.4	95.7	76.3	101.6	77.7	100.7
Construction	56.0	60.6	45.4	56.1	87.9	108.0	114.9	96.6
Services	84.4	89.1	88.5	90.2	129.6	102.3	88.0	96.1
Trade	105.9	98.6	98.0	90.3	95.6	91.4	100.2	92.4
All Industries	96.9	89.8	94.9	90.4	101.6	97.1	99.1	95.0
1925								
Manufacturing	76.1	81.7	92.1	91.2	108.9	96.4	105.6	98.8
Logging	162.7	150.5	70.3	85.7	47.0	69.0	82.3	89.4
Mining	100.4	101.6	99.1	98.5	103.3	101.7	97.4	100.6
Communications	101.7	93.6	99.3	92.4	102.6	96.7	100.9	98.1
Transportation	109.3	91.4	118.8	91.0	76.6	98.1	78.9	102.8
Construction	50.6	57.2	46.6	59.4	212.6	115.0	110.4	104.1
Services	85.3	89.5	84.7	90.0	109.9	102.7	101.5	100.6
Trade	104.1	95.3	100.5	92.9	99.3	93.1	100.7	95.9
All Industries	88.1	84.9	93.6	88.3	111.6	98.0	98.9	99.5
1926								
Manufacturing	89.7	90.0	93.9	96.6	107.8	103.1	108.6	104.6
Logging	100.0	129.2	42.0	79.2	89.7	80.0	82.3	82.9
Mining	99.9	100.9	84.0	92.5	102.5	99.8	106.3	105.0
Communications	96.9	95.6	95.4	95.0	102.7	101.5	104.7	103.4
Transportation	118.7	95.9	125.7	93.4	77.7	102.9	78.7	107.4
Construction	58.9	63.4	76.8	69.8	124.5	133.0	147.1	126.9
Services	85.1	90.1	87.1	94.2	119.6	105.3	94.4	105.8
Trade	101.5	101.3	99.1	95.4	98.4	97.6	98.0	101.0
All Industries	94.7	90.7	95.0	92.5	102.2	105.0	105.8	106.5
1927								
Manufacturing	90.0	94.7	92.8	101.5	109.6	106.8	105.4	106.4
Logging	272.7	136.1	101.0	85.7	82.0	69.9	22.7	96.8
Mining	110.2	104.7	108.4	103.0	109.9	106.6	108.7	111.5
Communications	99.5	99.6	96.7	101.9	105.4	106.0	107.7	107.2
Transportation	131.6	99.1	124.6	96.2	82.7	107.0	78.7	106.5
Construction	58.4	73.1	50.9	72.5	185.4	144.2	175.4	139.8
Services	87.9	96.7	87.9	99.0	133.3	113.1	95.3	115.3
Trade	102.7	109.9	98.5	102.3	101.8	106.0	100.6	109.4
All Industries	101.8	95.9	97.8	97.4	112.8	109.7	108.1	110.3

TABLE 3.—Index Numbers of Employment by Industries, Maritime Provinces and Canada -- Continued.
(Average 1926=100).

	January 1		April 1		July 1		October 1	
	Maritime Provinces	Canada	Maritime Provinces	Canada	Maritime Provinces	Canada	Maritime Provinces	Canada
<u>1928</u>								
Manufacturing	88.0	97.9	94.9	106.6	109.2	113.1	110.0	115.7
Logging	306.7	163.2	135.7	88.3	98.7	69.5	28.9	98.5
Mining	107.2	112.6	106.6	109.0	106.2	113.1	110.8	117.1
Communications	109.8	102.9	99.9	102.3	110.5	108.7	116.6	115.1
Transportation	106.3	99.4	119.2	98.2	90.0	109.2	84.0	111.8
Construction	62.3	78.6	52.9	78.6	205.3	154.3	204.8	147.3
Services	79.2	105.3	94.4	108.4	135.0	130.8	97.3	127.7
Trade	105.2	120.4	105.0	111.1	107.1	115.3	110.6	120.1
All Industries	97.1	100.7	98.5	102.3	116.2	117.7	114.9	118.8
<u>1929</u>								
Manufacturing	99.6	107.3	105.3	116.5	114.8	120.3	115.9	120.2
Logging	182.0	171.0	78.0	83.1	84.9	80.1	76.6	117.1
Mining	108.3	116.2	106.6	112.9	113.2	119.5	112.2	126.6
Communications	110.1	112.6	109.8	113.5	118.4	123.8	128.3	128.1
Transportation	103.3	102.6	128.9	101.8	99.2	117.5	89.9	114.3
Construction	80.8	87.4	85.0	85.4	164.4	164.5	224.0	162.4
Services	128.6	118.0	143.2	121.1	187.2	145.4	150.2	141.0
Trade	121.3	128.5	113.7	122.5	119.0	127.7	124.7	128.2
All Industries	103.3	109.1	107.5	110.4	117.9	124.7	123.7	125.6
<u>1930</u>								
Manufacturing	96.6	106.5	100.0	111.3	109.9	111.3	99.1	107.8
Logging	222.9	200.2	34.7	87.6	125.2	82.1	36.5	70.8
Mining	109.8	122.5	109.4	114.5	111.6	113.8	111.9	118.9
Communications	130.0	128.2	112.3	117.1	128.3	119.7	141.8	119.5
Transportation	132.7	101.9	141.6	99.5	88.0	108.0	86.4	110.1
Construction	108.4	92.7	93.0	86.4	382.1	170.1	223.5	163.0
Services	125.2	123.5	133.4	126.1	200.8	142.7	167.2	136.7
Trade	129.5	133.8	114.9	123.1	122.8	129.5	122.9	127.9
All Industries	113.6	111.2	107.8	107.8	141.1	118.9	116.2	116.2
<u>1931</u>								
Manufacturing	83.7	93.7	91.5	99.7	92.3	97.2	83.6	91.8
Logging	163.8	107.6	31.4	42.9	11.7	38.5	27.7	42.2
Mining	108.2	114.4	105.3	108.1	108.2	104.1	106.6	108.2
Communications	147.7	110.6	113.8	103.3	114.2	104.8	117.1	104.2
Transportation	116.1	95.9	119.7	94.3	80.8	97.7	77.7	95.2
Construction	228.6	110.7	107.9	96.8	210.2	137.1	190.5	164.5
Services	155.3	123.2	170.1	122.0	232.8	130.8	182.2	125.5
Trade	129.2	132.9	119.1	123.1	123.5	124.0	115.1	120.8
All Industries	119.3	101.7	102.3	99.7	109.4	103.8	102.6	103.9
<u>1932</u>								
Manufacturing	73.9	83.9	76.9	87.3	83.7	85.4	75.8	84.1
Logging	176.8	68.7	24.1	31.1	41.9	34.2	19.3	28.4
Mining	103.3	105.1	101.8	101.0	97.1	95.0	91.3	98.2
Communications	113.2	98.1	92.7	93.9	94.7	93.1	91.2	91.2
Transportation	105.7	85.6	103.4	81.9	80.1	85.9	62.0	87.2
Construction	220.9	104.8	79.9	79.9	153.3	93.3	128.2	84.3
Services	155.4	114.4	146.0	113.9	196.4	119.9	151.9	109.8
Trade	115.0	125.7	107.8	114.3	108.0	115.4	104.2	114.5
All Industries	111.1	91.6	88.3	87.5	96.4	88.7	84.9	86.7
<u>1933</u>								
Manufacturing	67.5	74.4	68.7	76.0	84.4	83.0	86.6	86.7
Logging	72.4	74.5	39.5	35.6	52.5	49.5	64.1	64.7
Mining	90.4	96.9	91.2	91.4	91.0	93.1	95.6	105.8
Communications	84.4	87.5	83.6	84.5	82.2	84.0	84.4	82.5
Transportation	92.3	78.3	89.1	74.2	76.9	80.5	68.5	82.7
Construction	68.7	32.4	67.1	54.7	120.3	78.2	121.3	97.0
Services	130.1	102.2	130.2	102.5	159.9	111.5	144.4	108.1
Trade	106.0	119.6	95.8	107.6	103.0	111.8	105.3	115.0
All Industries	80.1	78.5	78.3	76.0	89.9	84.5	90.9	90.4

PART 2.---AGRICULTURE

General Review.---A general view of agriculture in the Maritime Provinces from 1871 to 1931 is presented in Table 1. Totals for Canada are also included for comparison. It will be seen from this table that during the 60-year period under study, the population of the three Maritime Provinces increased from 767,415 to 1,009,103 or 31.5 per cent; Prince Edward Island showing a decrease of 6.4 per cent, and Nova Scotia and New Brunswick increases of 32.2 and 42.9 per cent respectively. During the same period, the total population of Canada increased from 3,689,257 to 10,376,786 or 181.3 per cent.

While the total and the urban population increased steadily from census to census, the rural population of the three provinces followed a different trend. In Prince Edward Island, the rural population reached its maximum in 1891 and has since decreased by 15.9 per cent. In Nova Scotia, the maximum of rural population was reached in 1881, and since that time a decrease of 25.4 per cent has occurred. In New Brunswick, on the other hand, the rural population decreased from 1891 to 1911 and then increased again, reaching its highest point in 1931. The rural population of the three provinces together reached its maximum of 740,588 in 1891 and decreased to 628,124 in 1931, a percentage decrease of 15.2. It must, of course, be remembered that during this period, several towns were incorporated in the Maritime Provinces, making urban a population which up to that time had been rural. During the same period, 1871-1931, the rural population of Canada increased from 2,966,914 to 4,804,728 or 61.9 per cent.

The number of persons employed in agriculture reached its maximum in 1881 and have since decreased by 24.5 per cent. The decreases by provinces were as follows: Prince Edward Island 11.3 per cent, Nova Scotia 30.8 per cent and New Brunswick 15.1 per cent.

The number of farms in the three Maritime Provinces reached its maximum in 1891 and has since been decreasing. The number of farms as given in the census of 1891 is abnormally high, because in that census, plots of less than one acre were counted as farm holdings. These plots amount to several thousands in the three provinces, and if they were removed so as to make the census of 1891 strictly comparable with the other censuses, the number of farms would not be much greater and possibly smaller than in 1881. From 1891 to 1931 the number of farms decreased by 28.4 per cent. The decrease is distributed among the provinces as follows: Prince Edward Island 15.0 per cent, Nova Scotia 63.9 per cent and New Brunswick 16.7 per cent.

It is of interest to note that the number of farms has suffered a greater decrease than the rural population and the number of persons employed in agriculture, so that the remaining farms did not lack people to operate them. Taking the three provinces as a whole, there were in 1881, 1.30 persons employed in agriculture per farm, 1.11 in 1891, 1.19 in 1901, 1.09 in 1911, 1.17 in 1921 and 1.26 in 1931. This shows that while the number of farms and the rural population have decreased, the remaining farms were not wanting in labourers at any time.

The area of occupied land reached its maximum in Prince Edward Island in 1921, in Nova Scotia, New Brunswick and the Maritime Provinces as a whole in 1891. The acreage of improved land also reached its maximum in 1891, with the exception of Prince Edward Island which reached it only in 1901. For the three provinces, the total are occupied decreased from 11,766,193 acres in 1891 to 9,644,829 in 1931, and the area improved from 4,221,579 to 2,940,636 acres in the same period.

The area under field crops reached its maximum in Nova Scotia in 1881, in New Brunswick in 1911, while in Prince Edward Island it is still increasing.

TABLE 1.---Population, Number and Area of Farms, and Acreage under Crops, 1871-1931.

Item	1871	1881	1891	1901	1911	1921	1931
<u>Prince Edward Island</u>							
Population, total	94,021	108,891	109,078	103,259	93,728	88,615	88,038
urban	7,872	13,198	14,255	14,955	14,970	19,093	20,385
rural	86,149	95,693	94,823	88,304	78,758	69,522	67,653
No. employed in agriculture	not available	20,530	21,840	21,274	19,714	18,516	18,353
No. of farms	11,512	13,629	15,137	13,748	14,113	13,701	12,865
Area of occupied farms	ac. 1,028,240	1,126,653	1,214,248	1,194,508	1,202,354	1,216,483	1,191,202
Average area per farm	" 89.3	82.7	80.2	86.9	85.2	88.8	92.6
Area improved	" 445,103	596,731	718,092	726,285	769,140	767,319	765,772
Average area improved per farm	" 38.7	43.8	47.4	52.8	54.5	56.0	59.5
Area under field crops	" not available	467,211	409,940	447,737	477,529	461,071	487,422
<u>Nova Scotia</u>							
Population, total	387,800	440,572	450,396	459,574	492,338	523,837	512,846
urban	32,082	63,542	76,993	129,383	186,128	227,038	231,654
rural	355,718	377,030	373,403	330,191	306,210	296,799	281,192
No. employed in agriculture	49,769	63,684	61,403	54,084	48,713	49,246	44,032
No. of farms	46,316	55,873	64,643	54,478	52,491	47,432	39,444
Area of occupied farms	ac. 5,031,217	5,396,382	6,080,695	5,080,901	5,260,455	4,723,550	4,302,031
Average area per farm	" 108.6	96.6	94.1	93.3	100.2	99.6	109.1
Area improved	" 1,627,091	1,880,644	1,993,697	1,257,468	1,257,449	992,461	844,632
Average area improved per farm	" 35.1	33.7	30.8	23.1	24.0	20.9	21.4
Area under field crops	" 790,155	942,010	723,825	730,146	710,966	652,985	574,021

TABLE 1.--Population, Number and Area of Farms, and Acreage under Crops, 1871-1931 - Continued.

Item	1871	1881	1891	1901	1911	1921	1931
<u>New Brunswick</u>							
Population, total	285,594	321,233	321,263	331,120	351,889	387,876	408,219
urban	50,213	59,092	48,901	77,285	99,547	124,444	128,940
rural	235,381	262,141	272,362	253,835	252,342	263,432	279,279
No. employed in agriculture	40,394	54,590	51,194	49,469	45,741	46,982	46,337
No. of farms	31,202	36,837	40,836	37,006	37,755	36,655	34,025
Area of occupied farms	ac. 3,827,731	3,809,621	4,471,250	4,443,400	4,537,999	4,269,560	4,151,596
Average area per farm	" 122.7	103.4	109.5	120.1	120.2	116.5	122.0
Area improved	" 1,171,157	1,253,299	1,509,790	1,409,720	1,444,567	1,368,023	1,330,232
Average area improved per farm	" 37.5	34.0	37.0	38.1	38.3	37.3	39.1
Area under field crops	" 778,461	849,678	763,248	897,417	958,868	893,672	944,811
<u>Maritime Provinces</u>							
Population, total	767,415	870,696	880,737	893,953	937,955	1,000,328	1,009,103
urban	90,167	135,832	140,149	221,623	300,645	370,575	380,979
rural	677,248	734,864	740,588	672,330	637,310	629,753	628,124
No. employed in agriculture	(1) 90,163	138,804	134,424	124,827	114,168	114,744	108,722
No. of farms	89,030	106,339	120,616	105,232	104,359	97,788	86,334
Area of occupied farms	ac. 9,887,188	10,332,656	11,766,193	10,718,809	11,000,808	10,209,593	9,644,829
Average area per farm	" 111.1	97.2	97.6	101.9	105.4	104.4	111.7
Area improved	" 3,243,351	3,730,674	4,221,579	3,393,473	3,471,156	3,127,803	2,940,636
Average area improved per farm	" 36.4	35.1	35.0	32.2	33.3	32.0	34.1
Area under field crops	" (1) 1,568,616	2,258,899	1,897,013	2,075,300	2,147,363	2,007,728	2,006,254
<u>Canada</u>							
Population, total	3,689,257	4,324,810	4,833,239	5,371,315	7,206,643	8,787,949	10,376,786
urban	722,343	1,109,507	1,537,098	2,014,222	3,272,947	4,352,122	5,572,058
rural	2,966,914	3,215,303	3,296,141	3,357,093	3,933,696	4,435,827	4,804,728
No. employed in agriculture	(1) (2) 479,512	662,266	735,207	716,860	933,735	1,041,618	1,128,813
No. of farms	(2) 379,374	464,025	620,486	511,073	682,329	711,090	728,623
Area of occupied farms	ac. (2) 37,074,641	45,358,141	60,287,730	63,422,338	108,968,715	140,887,903	163,114,034
Average area per farm	" 97.7	97.7	97.2	124.1	159.6	198.0	223.9
Area improved	" (2) 17,780,921	21,899,181	28,537,242	30,166,033	48,733,823	70,769,548	85,732,172
Average area improved per farm	" 46.9	47.2	46.0	59.0	71.3	99.4	117.7
Area under field crops	" (2) 11,820,358	15,112,284	15,662,811	19,763,740	30,556,168	47,553,418	57,950,995

(1) Does not include Prince Edward Island.

(2) Ontario, Quebec and the Maritime Provinces only.

While there is a considerable decrease in the occupied and improved areas of farm lands, it is of interest to note that the value of agricultural production has increased during the same period. Table 2 gives the value of agricultural production for the years 1901, 1931, and 1932. Since 1901, the number of farms has decreased by 18,898 or 17.9 per cent, the acreage of occupied land by 1,073,980 acres or 10.0 per cent in the three provinces, and the improved acreage by 452,837 acres or 13.3 per cent, but the total value of agricultural production (excluding fur farms in 1931, since their value in 1901 is not available) has increased from \$36,618,000 in 1901 to \$54,317,000 in 1931 or 48.3 per cent. The value of field crops shows an increase of 31.6 per cent during the same period. This increase, as shown in Table 5, is due to a shifting from cereal crops to potatoes, roots and hay. Similarly, the value of fruits and vegetables produced increased during the 30-year period from \$1,940,000 in 1901 to \$4,954,000 in 1931 or 155.4 per cent. The value of animal products increased from \$13,711,000 in 1901 to \$25,175,000 in 1931 or 83.6 per cent.

It is of interest to note that in 1901, with 16.9 per cent of the total occupied acreage of Canada, the agricultural production of the Maritime Provinces represented only 10.1 per cent of the total value of production of the Dominion, while in 1931, with 5.9 per cent of the occupied acreage it produced 6.9 per cent of the total value of production.

TABLE 2.--Agricultural Production, 1901, 1931, 1932.
(000's omitted)

Items	Prince Edward Island	Nova Scotia	New Brunswick	Total Maritime Provinces	Canada
1901	\$	\$	\$	\$	\$
Field crops 1/	4,642	8,585	7,740	20,967	194,953
Farm animals	1,240	2,675	1,949	5,864	75,707
Wool	85	187	145	417	1,887
Dairy products	1,112	2,886	2,261	6,259	66,471
Fruits and vegetables 2/	139	1,407	394	1,940	12,995
Eggs	248	543	373	1,164	10,287
Honey	-	2	5	7	357
TOTAL 3/	7,466	16,285	12,867	36,618	362,657

1/ Includes the value of tobacco, flax for fibre, clover and grass seed.

2/ Includes the value of maple products.

3/ Does not include the value of products from fur farms.

TABLE 2.--Agricultural Production, 1901, 1931, 1932 - Continued.
(000's omitted)

Items	Prince Edward Island	Nova Scotia	New Brunswick	Total Maritime Provinces	Canada
	\$	\$	\$	\$	\$
<u>1931</u>					
Field crops	6,829	10,087	10,670	27,586	432,199
Farm animals	1,005	2,313	3,214	6,532	96,778
Wool	35	111	81	227	1,644
Dairy products	1,773	6,203	5,466	13,442	191,298
Fruits and vegetables	118	3,870	966	4,954	39,692
Poultry and eggs	992	1,351	1,411	3,754	65,178
Fur farming	779	228	498	1,505	3,557
Maple products	-	26	21	47	3,538
Tobacco	-	-	-	-	7,178
Flax fibre	-	-	-	-	179
Clover and grass seed	4	-	-	4	1,497
Honey	1	9	10	20	2,246
T O T A L	11,536	24,198	22,337	58,071	844,984
<u>1932 1/</u>					
Field crops	6,737	9,064	12,629	28,430	452,527
Farm animals	753	1,909	2,295	4,957	69,033
Wool	24	56	45	125	1,093
Dairy products	1,446	5,354	4,047	10,847	159,065
Fruits and vegetables	98	2,222	697	3,017	30,245
Poultry and eggs	701	1,007	1,214	2,922	48,824
Fur farming	598	175	383	1,156	2,732
Maple products	-	49	20	69	2,747
Tobacco	-	-	-	-	6,088
Flax fibre	-	-	-	-	170
Clover and grass seed	9	-	3	12	962
Honey	1	6	5	12	1,651
T O T A L	10,367	19,842	21,338	51,547	775,137

1/ Partially revised.

The above considerations show clearly that even though there has been a decrease in the number and area of farms in the Maritime Provinces, agricultural production has been not only maintained but increased to a marked degree.

There is also in the Maritime Provinces a condition which is not found to the same extent in any of the other provinces. There were in 1931 in the three provinces, 20,422 farms, the operators of which did not report their occupation as farming, but as fishing, mining and a large number of other occupations. These farms comprised 1,300,032 acres or 13.4 per cent of the land in farms. While similar figures cannot be obtained for earlier censuses, indications are that this number has been decreasing. With the disappearance of other occupations in rural parts, as is shown in another section of this bulletin, these people, who were not able to gain their whole subsistence from the land, were forced to abandon their farms, which in many cases were 'marginal' lands, to seek other occupation elsewhere. This explains why the production per farm has increased, while the number of farms was decreasing. The removal of the poor farms enhances the position of the remaining ones, and this fact explains why the Maritime Provinces can maintain and improve their position in agriculture, when judged on a "per farm" basis.

A.--Field Crops

Of the grain crops, oats is the most extensively grown in the Maritime Provinces, quantities and values in 1933 by provinces being as follows: Prince Edward Island 5,852,000 bushels valued at \$1,756,000; Nova Scotia 3,102,000 bushels valued at \$1,551,000; New Brunswick 6,172,000 bushels valued at \$2,469,000; total 15,126,000 bushels valued at \$5,776,000, mixed grains, buckwheat and barley take second, third and fourth place respectively with 1,168,000 bushels (\$511,000), 910,000 bushels (\$573,000) and 660,000 bushels (\$409,000) in the three provinces.

The potato crop is the most highly specialized of the field crops, being estimated at 11,020,000 cwt. with a value of \$6,914,000 in 1933. It is to be noted that in Prince Edward Island the potato crop contributes 27.6 per cent of the total value of field crops; in Nova Scotia it contributes 15.6 per cent and in New Brunswick 21.7 per cent. The cool moist climate of the Maritime Provinces extends the period of growth and ensures a product of high quality which has attained an enviable reputation. The average yield per acre is much higher in the Maritimes than anywhere else in Canada, reaching in certain localities well over 200 cwt.

The same climatic conditions which are so favourable for the production of potatoes and roots are equally favourable for the growth of clover and grasses. The quantities and values of hay in 1933 were as follows: Prince Edward Island 284,000 tons (\$2,272,000); Nova Scotia 696,000 tons (\$6,194,000); New Brunswick 617,000 tons (\$5,306,000); making a total of 1,597,000 tons valued at \$13,772,000 in the three provinces.

Tables 3 and 4 present the production and value of field crops in the Maritime Provinces for 1932 and 1933, and Table 5 gives the production of field crops for each census from 1871 to 1931. An examination of Table 5 reveals the fact that oats, barley, mixed grains, potatoes, roots and hay have steadily gained in importance, while the other field crops have been losing ground. This Table reveals the fact that the Maritime Provinces, attach more importance to specialized crops such as potatoes, roots and fruits which demand more intensive cultivation, and leave the growing of grain crops to other provinces, where, owing to the larger area of their farms, they can be grown more economically.

TABLE 3.--Quantity and Value of Field Crops, 1933.

Item		Quantity				
		Prince Edward Island	Nova Scotia	New Brunswick	Maritime Provinces	Canada
Wheat	Bush.	562,000	60,000	271,000	893,000	269,729,000
Oats	"	5,852,000	3,102,000	6,172,000	15,126,000	307,478,000
Barley	"	125,000	215,000	320,000	660,000	63,359,000
Beans	"	-	-	21,300	21,300	890,700
Buckwheat	"	49,000	89,000	772,000	910,000	8,483,000
Mixed grain	"	880,000	150,000	138,000	1,168,000	33,009,000
Potatoes	Cwt.	3,760,000	1,866,000	5,394,000	11,020,000	41,296,000
Turnips and mangolds	"	3,638,000	2,964,000	2,520,000	9,122,000	34,618,000
Hay and clover	Tons	284,000	696,000	617,000	1,597,000	11,443,000
Fodder corn	"	1,800	4,000	3,400	9,200	3,122,800
<u>Value</u>						
Wheat	\$	466,000	59,000	257,000	782,000	122,864,000
Oats	\$	1,756,000	1,551,000	2,469,000	5,776,000	75,389,000
Barley	\$	63,000	151,000	195,000	409,000	16,520,000
Beans	\$	-	-	29,000	29,000	878,000
Buckwheat	\$	27,000	65,000	486,000	578,000	4,203,000
Mixed grain	\$	352,000	96,000	63,000	511,000	12,752,000
Potatoes	\$	2,444,000	1,773,000	2,697,000	6,914,000	31,643,000
Turnips and mangolds	\$	1,455,000	1,482,000	882,000	3,819,000	11,878,000
Hay and clover	\$	2,272,000	6,194,000	5,306,000	13,772,000	94,300,000
Fodder corn	\$	6,000	14,000	12,000	32,000	9,599,000
All field crops	\$	8,841,000	11,385,000	12,396,000	32,622,000	421,937,000

TABLE 4.--Quantity and Value of Field Crops, 1932.

Item		Quantity				
		Prince Edward Island	Nova Scotia	New Brunswick	Maritime Provinces	Canada
Wheat	Bush.	431,000	71,000	200,000	702,000	443,061,000
Oats	"	5,083,000	3,013,000	6,776,000	14,872,000	391,561,000
Barley	"	101,000	229,000	332,000	662,000	80,773,000
Beans	"	-	-	18,000	18,000	1,140,900
Buckwheat	"	71,000	99,000	863,000	1,033,000	8,424,000
Mixed grain	"	821,000	171,000	130,000	1,122,000	39,036,000
Potatoes	Cwt.	3,188,000	2,122,000	3,856,000	9,166,000	39,416,000
Turnips and mangolds	"	2,670,000	2,575,000	2,575,000	7,820,000	37,766,000
Hay and clover	Tons	317,000	720,000	881,000	1,918,000	13,559,000
Fodder corn	"	2,000	4,400	3,200	9,600	2,857,600
<u>Value</u>						
Wheat	\$	323,000	53,000	176,000	552,000	154,760,000
Oats	\$	1,423,000	1,265,000	2,236,000	4,924,000	75,988,000
Barley	\$	42,000	128,000	176,000	346,000	18,855,000
Beans	\$	-	-	23,000	23,000	628,600
Buckwheat	\$	40,000	67,000	475,000	582,000	3,585,000
Mixed grain	\$	279,000	89,000	56,000	424,000	13,063,000
Potatoes	\$	1,658,000	1,379,000	1,928,000	4,965,000	24,920,000
Turnips and mangolds	\$	587,000	1,030,000	1,030,000	2,647,000	10,065,000
Hay and clover	\$	2,378,000	5,040,000	6,519,000	13,937,000	96,654,000
Fodder corn	\$	7,000	13,000	10,000	30,000	7,868,000
All field crops	\$	6,737,000	9,064,000	12,629,000	28,430,000	452,526,900

TABLE 5.--Production of Field Crops as shown by Census Returns, 1870-1930.

(000's omitted)

		Prince Edward Island	Nova Scotia	New Brunswick	Maritime Provinces	Canada
<u>1870</u>						
Wheat	Bush.	269	228	205	702	16,724
Oats	"	3,129	2,190	3,044	8,363	42,480
Barley	"	176	296	71	543	11,496
Rye	"	-	34	24	58	1,064
Peas	"	1	20	27	48	9,906
Beans	"	1	15	18	34	221
Buckwheat	"	75	234	1,231	1,540	3,726
Corn	"	2	23	28	53	3,803
Potatoes	"	3,376	5,561	6,562	15,499	47,330
Turnips	"	395	468	604	1,467	24,339
Other roots	"	3	151	98	252	3,553
Hay	Tons	68	444	345	857	3,819
<u>1880</u>						
Wheat	Bush.	547	529	522	1,598	32,350
Oats	"	3,538	1,873	3,298	8,709	70,493
Barley	"	119	229	84	432	16,845
Rye	"	-	48	18	66	2,097
Peas and beans	"	3	37	43	83	13,750
Buckwheat	"	90	340	1,587	2,017	4,901
Corn	"	3	14	18	35	9,025
Potatoes	"	6,042	7,378	6,961	20,381	55,268
Turnips	"	1,198	1,007	990	3,195	39,059
Other roots	"	43	326	159	528	9,192
Hay	Tons	144	598	414	1,156	5,056
<u>1890</u>						
Wheat	Bush.	613	166	210	989	42,145
Oats	"	2,923	1,560	3,025	7,508	82,515
Barley	"	148	228	101	477	17,148
Rye	"	-	24	6	30	1,328
Peas	"	5	20	21	46	14,718
Beans	"	2	25	20	47	797
Buckwheat	"	84	184	1,137	1,405	4,886
Corn	"	3	17	21	41	10,676
Potatoes	"	7,071	5,114	4,828	17,013	52,654
Turnips and other roots	"	2,005	1,349	974	4,328	49,556
Hay	Tons	133	632	476	1,241	7,694
<u>1900</u>						
Wheat	Bush.	738	248	381	1,367	55,563
Oats	"	4,558	2,342	4,812	11,712	151,414
Barley	"	105	180	99	384	22,216
Rye	"	-	16	3	19	2,315
Peas	"	2	3	17	22	12,346
Beans	"	-	15	13	28	857
Buckwheat	"	50	196	1,390	1,636	4,543
Corn	"	1	9	12	22	25,753
Mixed grain	"	226	91	28	345	7,260
Potatoes	"	4,960	4,270	4,588	13,818	53,842
Other field roots	"	3,925	2,058	2,061	8,044	75,784
Hay	Tons	168	647	511	1,326	7,824
<u>1910</u>						
Wheat	Bush.	502	224	204	930	132,078
Oats	"	5,213	2,974	5,539	13,726	245,393
Barley	"	114	142	57	313	28,848
Rye	"	-	5	-	5	1,542
Peas	"	1	2	7	10	4,789
Beans	"	-	12	5	17	826
Buckwheat	"	44	206	1,151	1,401	7,103
Corn	"	1	3	2	6	14,418
Mixed grain	"	227	78	20	325	13,086
Potatoes	"	4,203	3,531	5,219	12,953	55,461
Turnips	"	2,884	3,114	2,457	8,455	47,371
Other field roots	Tons	3	13	7	23	1,179
Hay	"	256	724	669	1,649	10,406
Corn for forage	"	2	5	2	9	2,705
Other forage crops	"	2	5	4	11	458

TABLE 5.--Production of Field Crops as shown by Census Returns, 1870-1930 - Continued.
(000's omitted)

		Prince Edward Island	Nova Scotia	New Brunswick	Maritime Provinces	Canada
<u>1920</u>						
Wheat	Bush.	360	222	225	807	226,508
Oats	"	3,687	2,732	5,431	11,850	364,989
Barley	"	80	152	98	330	42,956
Rye	"	5	5	5	15	6,216
Peas	"	-	1	5	6	1,853
Beans	"	1	12	8	21	387
Buckwheat	"	26	90	726	842	4,256
Corn	"	1	2	7	10	10,822
Mixed grain	"	258	64	3	330	20,212
Potatoes	"	4,832	4,390	8,411	17,633	62,230
Turnips	"	2,769	2,979	2,575	8,323	40,687
Other field roots	Tons	5	8	2	15	722
Cultivated hay	"	212	603	581	1,396	8,830
Prairie hay	"	-	17	5	22	2,151
Corn for forage	"	1	2	1	4	3,425
Grains cut for hay	"	2	16	6	24	990
Other forage crops	"	1	3	1	5	273
<u>1930</u>						
Wheat	Bush.	324	50	115	489	370,027
Oats	"	3,965	2,614	5,555	12,134	298,943
Barley	"	93	208	215	516	100,755
Rye	"	7	4	5	16	14,759
Peas	"	-	1	5	6	1,286
Beans	"	-	14	13	27	1,211
Buckwheat	"	27	74	746	847	5,638
Corn	"	-	1	1	2	3,882
Mixed grain	"	653	118	32	803	37,065
Potatoes	"	11,992	3,636	12,163	27,791	73,822
Turnips	"	4,202	3,044	3,529	10,775	37,335
Other field roots	Tons	8	15	6	29	779
Cultivated hay	"	216	518	549	1,283	10,768
Prairie hay	"	-	27	13	40	2,036
Corn for forage	"	3	6	5	14	2,399
Grains cut for hay	"	2	15	8	25	1,319
Other forage crops	"	1	15	18	34	414

B.--Live Stock

Table 6 gives a picture of live stock for each census from 1871 to 1931 and also the estimated number in the three provinces in 1933.

TABLE 6.--Live Stock on Farms as shown by Census Returns, 1871-1931.

	Prince Edward Island	Nova Scotia	New Brunswick	Maritime Provinces	Canada
<u>1871</u>					
Horses	25,329	41,925	36,322	119,694	643,171
Colts and fillies	-	7,654	8,464	-	193,572
Working oxen	-	32,214	11,132	-	139,635
Milch cows	62,984	122,688	83,220	457,292	1,251,209
Other horned cattle	-	119,065	69,335	-	1,233,446
Sheep	147,364	398,377	234,418	780,159	3,155,509
Swine	52,514	54,162	65,805	172,481	1,366,083
Poultry	-	-	Not available	-	-
<u>1881</u>					
Horses	25,182	46,044	43,957	115,183	857,855
Colts and fillies	6,153	11,123	9,018	26,294	201,503
Working oxen	84	33,275	8,812	42,171	132,593
Milch cows	45,895	137,639	103,965	287,499	1,595,800
Other horned cattle	44,743	154,689	99,788	299,220	1,786,596
Sheep	166,496	377,801	221,163	765,460	3,048,678
Swine	40,181	47,256	53,087	140,624	1,207,619
Poultry	-	-	Not available	-	-

TABLE 6.--Live Stock on Farms as shown by Census Returns, 1871-1931 - Continued.

	Prince Edward Island	Nova Scotia	New Brunswick	Maritime Provinces	Canada
<u>1891</u>					
Horses	25,674	52,210	46,115	123,999	1,068,584
Colts and fillies	11,718	12,837	13,658	38,213	401,988
Working oxen	116	28,424	7,510	36,050	123,563
Milch cows	45,849	141,684	106,649	294,182	1,857,112
Other horned cattle	45,730	154,664	90,533	290,927	2,139,911
Sheep	147,372	331,492	182,941	661,805	2,563,781
Swine	42,629	48,048	50,945	141,622	1,733,850
Poultry	534,962	792,184	662,433	1,989,579	14,105,102
<u>1901</u>					
Horses, 3 yrs. and over	26,555	48,489	48,481	123,525	1,150,938
Horses, under 3 yrs.	6,803	6,685	7,396	20,884	259,577
Milch cows	55,694	127,945	105,992	289,631	2,292,120
Other horned cattle	56,118	173,757	114,938	344,813	3,080,384
Sheep	125,175	278,549	180,626	584,350	2,465,565
Swine	47,624	42,015	50,243	139,882	2,292,675
Poultry	581,790	798,145	714,131	2,094,066	17,922,658
<u>1911</u>					
Horses, 3 yrs. and over	26,238	52,132	54,413	132,783	1,991,841
Horses under 3 yrs.	9,697	9,288	10,996	29,981	607,117
Milch cows	52,109	129,274	108,557	289,940	2,595,255
Other horned cattle	61,334	158,218	113,671	333,223	3,930,828
Sheep	91,232	221,074	158,316	470,622	2,174,300
Swine	56,377	63,380	87,393	207,150	3,634,778
Poultry	760,939	954,251	982,654	2,697,844	31,793,261
<u>1921</u>					
Horses	32,026	54,439	62,448	148,913	3,451,752
Milch cows	48,114	119,733	106,486	274,333	3,228,633
Other cattle	61,834	146,630	123,826	332,290	5,140,856
Sheep	105,884	271,742	187,524	565,150	3,200,467
Swine	39,172	47,457	75,905	162,534	3,324,291
Poultry	869,064	1,196,434	1,164,164	3,229,662	50,325,248
<u>1931</u>					
Horses	29,956	43,074	51,157	124,187	3,113,909
Milch cows	44,580	108,145	100,481	253,206	3,523,001
Other cattle	55,907	112,856	112,969	281,732	4,450,030
Sheep	78,478	196,344	143,677	418,499	3,627,116
Swine	40,586	43,865	85,012	169,463	4,699,831
Poultry	926,119	1,280,115	1,342,313	3,548,547	65,184,689
<u>1933 (Estimates)</u>					
Horses	28,905	41,590	52,880	123,375	2,984,095
Milch cows	46,000	119,600	110,500	276,100	3,694,000
Other cattle	59,500	126,500	126,100	312,100	5,182,000
Sheep	64,200	148,300	120,300	332,800	3,385,800
Swine	33,700	42,500	72,700	148,900	3,800,700
Poultry	872,000	1,204,500	1,341,000	3,417,500	59,324,400

The number of horses in the three provinces reached its maximum in 1911, and decreased from 162,764 in that year to 123,375 in 1933. From 1911 on, a large number of horses were being replaced by automobiles, motor trucks and tractors. This fact becomes significant when it is shown that between 1921 and 1931, the number of automobiles, motor trucks and tractors on farms increased from 8,579 to 28,695 in the three provinces.

The total number of milch cows in the three Maritime Provinces reached its maximum in 1891, while the total number of cattle was at its highest in 1901, since which time both have decreased slightly. It is of interest to note that in 1871 the Maritime Provinces, with 26.6 per cent of the total area of occupied farms of the Dominion, possessed only 18.4 per cent of the total number of cattle, while in 1931, with 5.9 per cent of the occupied acreage, they contributed 6.7 per cent of the total number of cattle.

A considerable decrease took place in the number of sheep on farms, the number in 1933 being only 42.6 per cent of what it was in 1871. The decrease has been steady from census to census, with the exception of a small rise from 1911 to 1921.

In the case of swine, the number was larger at 172,481 in 1871, than it has ever been since with the exception of 1911, when it reached the total of 207,150. There was a decrease between 1911 and 1921 and another slight increase between 1921 and 1931.

Records of poultry are available only since 1891. The number steadily increased in each province until it reached the maximum of 3,548,547 in 1931, which number is 78.3 per cent higher than in 1891.

C.--Dairying

Dairying has been carried on in the Maritime Provinces for many years. Natural conditions are decidedly favourable, inasmuch as soil and climate produce all kinds of fodder crops in large quantities. In the early years, butter and cheese making were largely carried on on the farm. According to the census of 1851, 3,050,939 pounds of dairy butter were produced in New Brunswick and 3,613,890 pounds in Nova Scotia. Nova Scotia also made 652,069 pounds of home-made cheese. The production, as shown in the census records for later years, is given in Table 7.

TABLE 7.--Production of Dairy Butter and Home-made Cheese in the Maritime Provinces as shown by Census Returns, 1861-1931.

Dairy Butter--Pounds				
Census of	Prince Edward Island	Nova Scotia	New Brunswick	Total Maritime Provinces
1861	711,487	4,532,711	4,591,477	9,835,675
1871	981,939	7,161,867	5,115,947	13,259,753
1881	1,688,690	7,465,285	6,527,176	15,731,151
1891	1,969,213	9,011,118	7,798,268	18,778,599
1901	1,398,112	9,060,742	7,842,533	18,301,387
1911	2,309,691	10,978,911	9,053,394	22,341,996
1921	2,053,738	8,430,637	8,184,404	18,668,779
1931	1,750,004	6,059,671	8,007,008	15,816,683

Home-Made Cheese--Pounds				
Census of	Prince Edward Island	Nova Scotia	New Brunswick	Total Maritime Provinces
1861	109,133	901,296	218,067	1,228,496
1871	155,527	884,853	154,758	1,195,138
1881	176,273	501,655	172,144	870,072
1891	123,708	589,363	39,716	752,787
1901			Not given	
1911	9,422	199,250	3,567	212,239
1921	986	89,777	9,521	100,284
1931	312	35,537	2,910	38,759

It will be seen that the farm production of butter increased steadily up to the census of 1911, when a total of 22,341,996 pounds was produced in the three provinces. The censuses of 1921 and 1931 showed a reduction of this total to 18,668,779 pounds and 15,816,683 pounds respectively. The making of cheese on the farms, in the meantime, declined to very small proportions.

Since 1911, the development of dairy factories in the Maritime Provinces has been very marked. Table 8 gives the production of creamery butter and factory cheese for the years 1900, 1910, 1915, 1920 and 1921 - 1933. Table 9 gives a more detailed view of this industry at the present time.

TABLE 8.--Dairy Factory Production.
Creamery Butter--Pounds

	Prince Edward Island	Nova Scotia	New Brunswick	Total Maritime Provinces
1900 1/	562,220	334,211	287,814	1,184,245
1910 1/	670,908	354,785	849,633	1,875,326
1915	539,516	1,240,483	776,416	2,556,415
1920	1,166,032	2,503,188	1,053,649	4,722,869
1921	1,109,546	3,094,768	1,152,168	5,356,482
1922	1,262,006	3,329,426	1,224,930	5,816,362
1923	1,537,437	3,550,666	1,231,471	6,319,574
1924	1,560,250	4,139,469	1,225,615	6,925,334
1925	1,724,283	4,530,028	1,279,417	7,533,728
1926	1,844,213	4,789,590	1,413,454	8,047,257
1927	2,019,442	5,059,740	1,898,212	8,977,394
1928	2,036,838	4,479,276	2,091,723	8,607,837
1929	1,883,292	4,289,930	1,860,173	8,033,395
1930	1,746,099	4,733,579	2,059,675	8,539,353
1931	2,058,030	5,867,920	2,438,677	10,364,627
1932	2,329,055	5,974,455	2,759,519	11,063,029
1933 (preliminary)	2,088,360	5,966,741	2,601,136	10,656,237

1/ Figures taken from the census records of 1901 and 1911.

TABLE 8.--Dairy Factory Production - Continued.

	Prince Edward Island	Nova Scotia	New Brunswick	Total Maritime Provinces
1900 1/	4,457,519	568,147	1,892,686	6,918,352
1910 1/	3,293,755	264,243	1,166,243	4,724,241
1915	2,260,000	125,580	1,165,651	3,551,231
1920	2,081,277	52,638	1,235,008	3,368,923
1921	1,681,779	29,440	1,100,382	2,811,601
1922	1,752,233	31,820	926,052	2,710,105
1923	1,811,537	34,332	825,369	2,671,238
1924	2,048,937	34,475	942,220	3,025,632
1925	2,001,242	34,856	1,130,773	3,166,871
1926	2,002,857	34,440	1,057,234	3,094,531
1927	1,657,431	42,676	803,325	2,503,432
1928	1,710,943	25,230	697,811	2,433,984
1929	1,391,603	18,867	578,493	1,988,963
1930	870,580	-	606,956	1,477,536
1931	514,618	-	528,002	1,042,620
1932	804,024	-	458,314	1,262,338

1/ Figures taken from the census records of 1901 and 1911.

TABLE 9.--Principal Statistics of Dairy Factories in the Maritime Provinces,
with comparative figures for all Canada, 1926-32.

	Prince Edward Island	Nova Scotia	New Brunswick	Maritime Provinces	Canada
1926					
Establishments	No. 36	29	38	103	3,047
Capital	\$ 251,993	816,388	662,287	1,730,668	47,091,589
Employees	No. 105	247	163	515	12,069
Salaries and wages	\$ 63,098	245,748	161,456	470,302	12,398,490
Cost of materials	\$ 845,800	1,933,821	987,480	3,767,101	101,402,837
Quantity of products -					
Butter	Lb. 1,844,213	4,789,590	1,413,454	8,047,257	177,209,287
Cheese	Lb. 2,002,857	34,440	1,057,234	3,094,531	171,731,631
Value of products -					
Butter	\$ 651,904	1,775,548	520,195	2,947,647	61,753,390
Cheese	\$ 316,702	5,967	181,986	504,655	28,807,841
Other	\$ 80,122	1,158,255	805,535	2,043,912	42,791,845
T O T A L	\$ 1,048,728	2,939,770	1,507,716	5,496,214	133,353,076
1927					
Establishments	No. 36	32	38	106	2,899
Capital	\$ 254,926	931,896	795,239	1,982,061	50,805,132
Employees	No. 106	258	190	554	11,960
Salaries and wages	\$ 64,917	267,399	186,111	518,427	12,181,080
Cost of materials	\$ 937,617	2,140,876	1,174,443	4,252,936	102,734,078
Quantity of products -					
Butter	Lb. 2,019,442	5,059,740	1,898,212	8,977,394	176,978,947
Cheese	Lb. 1,657,431	42,676	803,325	2,503,432	138,056,908
Value of products -					
Butter	\$ 742,769	1,913,455	714,804	3,371,028	65,709,986
Cheese	\$ 307,670	8,535	155,098	471,303	25,522,148
Other	\$ 93,115	1,264,855	813,163	2,171,133	44,678,796
T O T A L	\$ 1,143,554	3,186,845	1,683,065	6,013,464	135,910,930
1928					
Establishments	No. 38	31	38	107	2,833
Capital	\$ 265,839	1,078,113	917,053	2,261,005	53,552,319
Employees	No. 109	274	200	583	12,257
Salaries and wages	\$ 73,199	295,992	197,010	566,231	12,809,102
Cost of materials	\$ 1,026,607	2,074,759	1,258,961	4,360,327	109,589,676
Quantity of products -					
Butter	Lb. 2,036,838	4,479,276	2,091,723	8,607,837	168,027,039
Cheese	Lb. 1,710,943	25,230	697,811	2,433,984	144,584,619
Value of products -					
Butter	\$ 784,277	1,766,868	816,803	3,367,948	64,702,538
Cheese	\$ 360,748	5,298	149,798	515,844	30,494,463
Other	\$ 102,103	1,461,859	893,034	2,456,996	49,176,613
T O T A L	\$ 1,247,128	3,234,025	1,859,635	6,340,788	144,373,614

TABLE 9.--Principal Statistics of Dairy Factories in the Maritime Provinces,
with comparative figures for all Canada, 1926-32 - Continued.

		Prince Edward Island	Nova Scotia	New Brunswick	Maritime Provinces	Canada
1929						
Establishments	No.	38	32	36	106	2,797
Capital	\$	273,648	1,144,610	946,310	2,364,568	57,098,215
Employees	No.	114	287	189	590	12,746
Salaries and wages	\$	74,942	299,662	197,817	572,421	13,826,891
Cost of materials	\$	912,728	2,105,860	1,261,826	4,280,414	104,418,003
Quantity of products -						
Butter	Lb.	1,883,292	4,289,930	1,860,173	8,033,395	170,810,230
Cheese	Lb.	1,391,603	18,867	578,493	1,988,963	118,746,286
Value of products -						
Butter	\$	745,069	1,777,183	747,024	3,269,276	65,929,782
Cheese	\$	243,452	3,794	109,218	356,464	21,471,330
Other	\$	108,109	1,546,616	1,070,036	2,724,761	53,988,885
T O T A L	\$	1,096,630	3,327,593	1,926,278	6,350,501	141,389,997
1930						
Establishments	No.	37	31	35	103	2,724
Capital	\$	288,186	1,146,846	1,053,452	2,488,484	58,588,836
Employees	No.	116	297	184	597	12,830
Salaries and wages	\$	83,108	308,381	194,089	585,578	14,138,308
Cost of materials	\$	639,024	1,952,500	1,317,804	3,909,328	89,742,996
Quantity of products -						
Butter	Lb.	1,746,099	4,733,579	2,059,675	8,539,353	185,751,061
Cheese	Lb.	870,580	-	606,956	1,477,536	119,105,203
Value of products -						
Butter	\$	567,825	1,574,254	669,209	2,811,288	56,670,504
Cheese	\$	129,433	-	98,422	227,855	18,089,870
Other	\$	148,159	1,658,986	1,043,992	2,851,137	51,863,158
T O T A L	\$	845,417	3,233,240	1,811,623	5,890,280	126,623,532
1931						
Establishments	No.	36	31	34	101	2,702
Capital	\$	256,120	1,266,472	1,034,659	2,557,251	59,962,028
Employees	No.	110	314	183	607	12,744
Salaries and wages	\$	75,841	342,294	188,749	606,884	13,242,910
Cost of materials	\$	504,818	1,776,886	989,032	3,270,736	69,565,699
Quantity of products -						
Butter	Lb.	2,058,030	5,867,920	2,438,677	10,364,627	225,955,246
Cheese	Lb.	514,618	-	528,002	1,042,620	113,956,639
Value of products -						
Butter	\$	489,189	1,510,560	614,463	2,614,212	50,198,878
Cheese	\$	59,103	-	62,355	121,458	12,824,695
Other	\$	130,465	1,509,134	862,137	2,501,736	41,458,827
T O T A L	\$	678,757	3,019,694	1,538,955	5,237,406	104,482,400
1932						
Establishments	No.	37	31	34	102	2,734
Capital	\$	270,220	1,203,448	1,100,817	2,574,485	57,394,575
Employees	No.	110	290	190	590	12,653
Salaries and wages	\$	70,554	310,283	203,428	584,265	12,188,314
Cost of materials	\$	476,233	1,386,497	753,594	2,616,324	55,659,510
Quantity of products -						
Butter	Lb.	2,329,055	5,974,455	2,759,519	11,063,029	214,002,127
Cheese	Lb.	804,024	-	458,314	1,262,338	120,524,243
Value of products -						
Butter	\$	466,028	1,285,407	563,943	2,315,378	40,475,479
Cheese	\$	74,236	-	45,737	119,973	11,379,922
Other	\$	98,532	1,170,113	585,858	1,854,503	34,250,401
T O T A L	\$	638,796	2,455,520	1,195,538	4,289,854	86,105,802

It is of interest to note that in the 30-year period reviewed in Table 8, the production of butter has increased steadily while the production of cheese has decreased from year to year.

D.--Fruit Growing

The apple was introduced into Nova Scotia by the French in 1633. The industry has developed rapidly in the last few decades. Certain regions, such as the Annapolis and the Cornwallis Valleys, are better suited to the growing of apples than others, and census records show increases in the number of trees in those regions, while the other regions, particularly Prince Edward Island and New Brunswick, show decreases. This is accounted for by the fact that while the commercial production of apples is developing very rapidly, small family orchards are disappearing through lack of care and replacement.

Table 10 shows that the production of apples in Nova Scotia increased from 114,171 barrels in 1870 to 1,850,000 barrels in 1933, an increase of over 1500 per cent in 63 years. Prince Edward Island and New Brunswick show increases up to 1920, but a marked decrease between 1920 and 1930.

TABLE 10.--Survey of Apple Production in Maritime Provinces and Canada, 1870-1933.

Year		Prince Edward Island	Nova Scotia	New Brunswick	Maritime Provinces	Canada
1870	Bbl.	Not given	114,171	42,132	156,303	2,121,772
1880	"	10,500	302,840	77,032	390,372	4,459,218
1890	"	17,339	350,531	86,538	454,408	2,506,638
1900	"	51,877	659,578	163,478	874,933	5,796,595
1910	"	53,458	555,659	90,960	700,078	3,539,555
1920	"	58,255	1,440,812	130,876	1,629,943	5,828,632
	\$	156,085	3,935,961	393,502	4,485,548	15,014,375
1930	Bbl.	36,022	1,657,158	112,049	1,805,229	5,183,256
	\$	83,110	3,197,832	264,840	3,545,782	10,463,624
1932	Bbl.	-	875,000	42,000	917,000	3,737,960
	\$	-	1,531,000	84,000	1,615,000	6,798,000
1933	Bbl.	-	1,850,000	40,000	1,890,000	4,606,700

Small fruits are also grown in the Maritime Provinces, quantities and values for 1932 being as follows:-

TABLE 11.--Production of Small Fruits, 1932.

		Nova Scotia	New Brunswick	Maritime Provinces	Canada
Strawberries -					
Quantity	Qts.	1,300,000	1,100,000	2,400,000	24,633,000
Value	\$	130,000	77,000	207,000	1,587,650
Raspberries -					
Quantity	Qts.	50,000	35,000	85,000	9,127,000
Value	\$	8,000	4,200	12,200	841,500

Summary.--The salient facts about agriculture in the Maritime Provinces in the last 60 years can be briefly summarized as follows:

While the rural population, the number and area of farms have decreased, there is no indication that the remaining farms suffered at any time from lack of labourers.

While the number of farms decreased, the production per farm increased, so that the total agricultural production was greater in 1931 than it was when the number of farms was at its maximum. This is without doubt due to the fact that the farms which were abandoned were of a poorer type, and were operated by people who depended on some other occupation for part of their subsistence.

The increase in production in the Maritime Provinces has been achieved by a shifting from general farming to a more specialized type, including the production of potatoes, roots, fruits and animal products.

E.--Fur Farming

The fur farming industry in Canada owes its establishment to experiments in the raising of foxes in captivity carried on by Prince Edward Island farmers. Since the early days of the fur trade it had been the custom in Canada for trappers to keep foxes caught in warm weather alive until the fur was prime, and this practice led to efforts being directed towards the domestication of the fox.

The first authentic record of the raising of foxes in captivity comes from Prince Edward Island where about fifty years ago a number of litters of foxes were raised on a farm near Tignish. The beauty of the fur of the silver fox and the consequent high prices realized from the sale of the pelts, caused attention to be directed chiefly to this breed, a colour phase of the common red fox, which has been established by experiments in breeding carried on by pioneer fox farmers. In 1890 began a period of rising prices for furs, and the fox farming industry grew rapidly in Prince Edward Island. Experiments were also being carried on in Nova Scotia, and by 1910 the industry had become firmly established in the Maritime Provinces. In 1913 an enumeration by the Commissioner of Agriculture of Prince Edward Island showed 277 fox farms in that province with a total of 3,130 foxes. In 1919 the Dominion Bureau of Statistics commenced the collection of annual returns of fur farms, and in 1920 the number of fox farms in the Maritime Provinces is shown to have been 418 with a total of 12,434 foxes of which 11,666 were silver foxes. The latest figures available, viz: those for the year 1932, show a total of 1,887 fox farms in the Maritime Provinces with a total of 35,900 foxes, 34,746 of these being silver foxes.

Although the chief branch of the fur-farming industry in Canada is fox farming, other kinds of wild fur-bearing animals are now being raised in captivity--mink, raccoon, skunk, martin, fisher, beaver and muskrat. In the Maritime Provinces in 1924 there were 5 mink farms and 1 raccoon farm, all of these being situated in Nova Scotia. There were also 4 muskrat farms, but statistics of these are omitted as the operators of such farms are in most cases unable to furnish exact particulars.

The total number of all fur-bearing animals on Maritime farms at date of December 31, 1932, was 37,054 valued at \$1,924,011. As compared with these figures the highest number of animals recorded on Maritime fur farms was 55,663 in 1930 and the highest value \$6,961,930 in 1929. The foxes on these farms in 1932 numbered 35,900 valued at \$1,905,341; mink, 958, valued at \$16,989; and raccoon 75, valued at \$502. The distribution of foxes on farms, by provinces, was as follows: Prince Edward Island, 15,083 valued at \$940,027; Nova Scotia, 7,627, valued at \$344,241; and New Brunswick, 13,190, valued at \$621,073. Of the mink, 111 animals valued at \$1,135 were located on fur farms in Prince Edward Island, 816 valued at \$15,599 on fur farms in Nova Scotia and 31 valued at \$255 on fur farms in New Brunswick. Of the raccoon, 63 valued at \$442 were in Nova Scotia and 12 at \$60 in New Brunswick. The following table (Table 12) shows the principal statistics of fur farms for the years 1925-32:

TABLE 12.--Statistics of Fur Farms, 1925-1932.

		Prince Edward Island	Nova Scotia	New Brunswick	Maritime Provinces	Canada
Number of farms	1925	570	192	206	968	2,283
	1926	575	250	220	1,045	2,709
	1927	720	359	296	1,375	3,565
	1928	712	372	484	1,568	4,326
	1929	727	456	739	1,922	5,513
	1930	719	566	789	2,074	6,524
	1931	648	621	753	2,022	6,541
	1932	607	618	750	1,975	6,296
Value of land and buildings	\$ 1925	955,263	180,260	260,631	1,396,154	3,343,226
	1926	1,000,716	194,205	249,954	1,444,875	3,897,375
	1927	1,166,369	214,840	300,850	1,682,059	4,889,541
	1928	1,269,664	249,025	474,667	1,993,356	6,574,838
	1929	1,440,217	290,508	603,742	2,334,467	9,052,999
	1930	1,336,011	333,442	656,120	2,325,573	8,583,346
	1931	983,609	269,587	451,417	1,704,613	7,095,111
	1932	877,857	236,760	404,237	1,518,854	5,969,633
Animals born during year	No. 1925	13,084	2,685	5,976	21,745	39,996
	1926	14,048	3,241	6,458	23,747	46,413
	1927	15,432	4,410	7,111	26,953	58,849
	1928	17,716	5,624	9,431	32,771	74,850
	1929	19,680	7,015	13,622	40,317	98,126
	1930	23,330	9,367	20,173	52,870	138,808
	1931	20,250	11,585	21,150	52,985	165,378
	1932	16,579	11,172	18,059	45,810	155,190
Animals died during year	No. 1925	2,147	711	1,122	3,980	8,383
	1926	2,274	757	938	3,969	9,871
	1927	2,705	1,212	1,348	5,265	13,237
	1928	2,388	1,150	1,322	4,860	15,847
	1929	2,171	1,164	2,042	5,377	18,922
	1930	3,249	1,685	2,879	7,813	24,040
	1931	4,179	1,956	3,388	9,523	32,256
	1932	2,099	1,980	3,170	7,249	29,502
Animals killed for pelts during year	No. 1925	5,144	1,123	2,368	8,635	14,187
	1926	7,561	1,619	3,290	12,470	20,438
	1927	7,990	2,289	2,595	12,874	25,558
	1928	8,290	2,372	3,241	13,903	32,987
	1929	9,454	2,861	4,971	17,286	47,992
	1930	18,735	5,693	14,700	39,128	99,279
	1931	18,229	9,144	18,685	46,058	143,595
	1932	13,909	9,008	14,869	37,786	133,016

TABLE 12.--Statistics of Fur Farms, 1925-1932 - Continued.

			Prince Edward Island	Nova Scotia	New Brunswick	Maritime Provinces	Canada
Animals sold during year	No.	1925	6,043	714	1,688	8,445	16,007
		1926	4,403	634	1,869	6,906	14,264
		1927	5,272	794	2,496	8,562	16,426
		1928	5,815	1,206	3,509	10,530	26,379
		1929	6,703	1,527	3,406	11,636	35,422
		1930	2,111	1,245	1,026	4,382	24,500
		1931	867	610	484	1,961	9,623
		1932	1,050	549	422	2,021	7,216
Value	\$	1925	1,166,108	117,208	250,605	1,533,921	2,897,270
		1926	791,845	104,585	262,176	1,158,606	2,294,629
		1927	938,527	115,001	331,480	1,385,008	2,645,331
		1928	952,168	164,315	535,825	1,652,308	3,837,420
		1929	1,096,863	196,528	468,685	1,762,076	4,474,953
		1930	251,657	129,020	107,910	488,587	1,828,545
		1931	84,805	30,806	25,565	141,176	492,000
		1932	56,483	19,490	16,106	92,079	243,193
Pelts sold during year	No.	1925	3,907	758	1,985	6,650	11,293
		1926	5,704	1,433	2,504	9,641	16,732
		1927	8,786	2,006	2,598	13,390	25,018
		1928	6,586	2,322	3,241	12,149	30,836
		1929	6,824	1,917	3,342	12,083	38,311
		1930	14,047	4,441	11,042	29,530	77,657
		1931	19,355	7,863	16,140	43,358	133,248
		1932	14,134	8,875	17,206	40,215	135,718
Value	\$	1925	305,957	47,783	156,815	510,555	781,383
		1926	475,888	104,704	193,835	774,427	1,224,941
		1927	832,053	178,367	245,077	1,255,497	2,154,350
		1928	780,013	203,163	357,390	1,340,566	2,389,026
		1929	643,789	149,393	246,274	1,039,456	2,304,910
		1930	758,734	197,805	514,164	1,470,703	3,096,270
		1931	694,519	197,430	472,774	1,364,723	3,071,460
		1932	464,036	234,824	506,900	1,205,760	3,046,627
Animals on farms December 31	No.	1925	16,420	3,312	6,019	25,751	50,889
		1926	17,008	4,087	6,441	27,536	56,472
		1927	18,657	4,902	7,373	30,932	72,125
		1928	20,524	6,608	10,319	37,451	259,682
		1929	23,472	8,520	16,671	48,663	832,059
		1930	20,877	17,118	17,668	55,663	568,018
		1931	16,043	9,202	13,760	39,005	250,446
		1932	15,194	8,627	13,233	37,054	256,205
Value	\$	1925	3,290,185	556,570	968,765	4,815,520	9,898,019
		1926	3,304,610	661,636	957,443	4,923,689	11,068,810
		1927	3,511,920	752,128	1,174,025	5,438,073	13,465,882
		1928	3,676,229	839,365	1,576,811	6,092,405	16,401,453
		1929	3,776,950	1,007,075	2,177,905	6,961,930	21,303,035
		1930	2,283,523	882,065	1,496,690	4,662,278	16,197,747
		1931	1,038,242	434,915	657,774	2,130,931	8,497,237
		1932	941,162	361,461	621,388	1,924,011	6,754,762

The Fur Trade.--The value of the total raw fur production of Canada amounts to many millions of dollars annually, and only a small proportion of this is contributed by fur farms. The value of raw fur production for the peak year 1927-28 was \$18,758,177 but declined steadily thereafter to the low of \$10,189,481 in the season 1931-32. These amounts represent the market value of pelts of fur-bearing animals taken in Canada during the season, comprising pelts of animals taken by trappers and pelts of ranch bred animals, the value of the latter constituting approximately 12 per cent of the total. In the Maritime Provinces, however, the larger proportion of pelts is supplied by the fur farms. In the season 1931-32 the value of raw fur production of the Maritime Provinces was \$1,646,525, 70 per cent of which was comprised in the value of pelts of ranch bred animals. The value of raw fur production in the Maritime Provinces and in the whole of Canada for 1925-26 and subsequent seasons is given in the following table:

TABLE 13.--Value of Raw Fur Production, 1925-1932.

Season	Prince Edward Island \$	Nova Scotia \$	New Brunswick \$	Maritime Provinces \$	Canada \$
1925-26	308,687	301,450	288,252	898,389	15,072,244
1926-27	480,342	312,030	428,667	1,221,039	18,864,126
1927-28	838,525	398,305	435,027	1,671,857	18,758,177
1928-29	794,611	442,096	551,663	1,788,370	18,745,473
1929-30	646,685	531,990	351,709	1,530,384	12,158,376
1930-31	760,764	427,351	626,156	1,814,271	11,803,217
1931-32	693,314	403,882	549,329	1,646,525	10,189,481

PART 3.--FISHERIES

Introductory.--One of the greatest fishing areas of the world is situated off the coast of Eastern Canada. From Grand Manan to Labrador, the coast line commanding these fisheries, not including the lesser bays and indentations, measures over 5,000 miles. The bay of Fundy is 8,000 square miles in extent, and the total fishing grounds 200,000 square miles.

Still more important than the extent of the fishing grounds of the Maritime Provinces is the quality of their product. It is an axiom among authorities that food fishes improve in proportion to the purity and coldness of the waters in which they are taken. Judged by this standard, the Canadian cod, haddock, halibut, herring, mackerel, salmon, lobster and oyster are the peer of any in the world.

The Atlantic fisheries were the first Canadian fisheries to be developed in point of time, and until 1918 they remained the most important for aggregate value of product.

The inshore or coastal fishery is carried on in small boats, usually motor driven, with crews of two or three men, and in a class of small vessels with crews of four to seven men. The means of capture employed by boat fishermen are gill nets and hooks and lines, both hand lines and trawls; whilst trap nets, haul seines and weirs are operated from the shore. Haddock as well as cod is a staple product; during the spring and summer they are split and salted, but the important season comes with the autumn, when the fish are either shipped fresh or smoked and sold as finnan haddie.

The deep-sea fisheries are worked by vessels of from 40 to 100 tons, carrying from twelve to twenty men operating with trawl lines from dories. The fleets operate on the various fishing banks, such as Grand Bank, Middle Ground and Banquereau. The vessels, built by native hands, remain at sea sometimes for months at a time. When they return, the fish, which have been split and salted on board, are taken on shore, washed and dried. The West Indies are the chief market for this product; no cod fish in the world stands the tropical climate like that cured by Nova Scotian fishermen. Steam trawling, as it is carried on in the North Sea, was introduced on the Atlantic Coast of Canada several years ago. There were six steam trawlers operating from Nova Scotia ports in 1932. They operate practically the year round and their catches are utilized entirely for the fresh fish trade.

Lobster trapping is another distinctive industry. In 1870, there were three lobster canneries on the Atlantic coast of Canada; in 1932 the canneries numbered 357 and gave work to 7,000 people; 30,000,000 lobsters is a normal catch. Oysters, once plentiful everywhere, are now found in somewhat diminished quantities. The canning of sardines, which are young herrings and not a distinct type of fish is, in New Brunswick, second only to lobstering.

The fishing population of the Maritime Provinces is a specialized and stable industrial class. The coast-wise fisheries are operated from April to November, or to January in sheltered districts; and though the larger vessels work all winter, several thousand men are available for a time each year for other employment. This they find about the small plots of land which most of them own or occupy, in the lumber camps of New Brunswick, or in the collieries of Nova Scotia. A few from Lunenburg and other centres engage in the West Indian Trade. Apart from restrictions of weather and close seasons, the prevailing method of paying the men on shares has a further tendency in years of low catches or prices to drive them into secondary occupations.

While this is mainly an industrial and commercial survey, the economic side of fishing for sport may be mentioned in passing. Such game fish as the famous Restigouche salmon attract many thousands of fishermen annually and thus help to swell Canada's tourist revenue.

A considerable return, too, is derived from the leasing of waters in sparsely settled districts to clubs and individuals for sporting purposes. Many guides find employment here during the summer months.

At Confederation, the administration of the Canadian fisheries and marine was placed in the charge of a department of the Dominion Government which then exercised complete jurisdiction over the fisheries, under the supervision of a Cabinet Minister, with a large staff of inspectors, overseers and guardians to enforce the fishery laws. In 1930 the Department of Marine and Fisheries was divided, and separate departments, each in charge of a Cabinet Minister, were created to administer respectively the marine and the fisheries. In 1882, 1898, 1913 and 1920 decisions in the courts considerably altered the status of jurisdiction as between the Dominion and the provinces, and further changes were effected in 1922, when the Dominion Government transferred to the province of Quebec the administration of the fisheries

of that province, with the exception of the fisheries of the Magdalen Islands, and again in 1930 when the fisheries of Manitoba, Saskatchewan and Alberta were transferred, with the other natural resources, to the Governments of those provinces. To-day the Dominion controls the tidal fisheries of the Maritime provinces and British Columbia and the fisheries of the Magdalen Islands in Quebec province. The non-tidal fisheries of the Maritime provinces, Ontario and the Prairie provinces, and both the tidal and non-tidal fisheries of Quebec (excepting the Magdalen Islands) are controlled by the respective provinces, but the right of fisheries legislation for all provinces rests with the Dominion Government. The expenditure of the Dominion on the Fisheries in the fiscal year ended March 31st, 1933, was \$1,786,912, and its revenue \$28,346.

Historical.--An historical review of the total values of the fisheries of the Maritime Provinces from 1870 to 1932 is presented in Table 1 (production) and Table 2 (capital) herewith. Taking the three Maritime Provinces as a unit, the total value reported for 1873, the first year for which complete figures for all three provinces are available, was \$9,070,342, out of a grand total for Canada of \$10,754,997. In 1870, the total value of fisheries in Nova Scotia amounted to \$4,019,425, New Brunswick \$1,131,433, a total of \$5,150,858 for these two provinces out of a grand total for all Canada of \$6,577,391. At this time, the sea fisheries of the Maritime Provinces, the sea and inland fisheries of Quebec, and the inland fisheries of Ontario, were the only items included in making up the total of fisheries for Canada. In 1880 out of a total of \$14,499,979, the total value of fisheries in the Maritimes, while larger absolutely, amounted to a smaller proportion than in 1870, British Columbia fisheries being included in the total, and the Quebec fisheries having increased. In 1890, the total for the Maritimes amounted to \$10,376,608 out of a grand total of \$17,714,900 for all Canada the value of British Columbia fisheries having increased by this time to \$3,481,432. In 1900, the value of the Maritime fisheries was \$12,638,087, out of a grand total for all Canada of \$21,557,639; in 1910, \$15,407,095 out of a total of \$29,965,433; in 1920, \$18,875,127 out of \$49,241,339; in 1928, \$17,880,317 out of \$55,050,973; and in 1932 \$10,519,544 out of \$25,957,109. In the meantime the value of British Columbia fisheries had increased to \$4,878,829 in 1900; \$9,163,235 in 1910; \$22,329,161 in 1920; and to \$26,562,727 in 1928 but declined to \$9,909,116 in 1932.

In addition to changes in the volume of the catch a further element enters into the figures of value quoted above, namely changes in price. The index number of wholesale prices of fish computed by the Bureau as a criterion of these changes, (average prices in 1913 being used as a base or equal to 100), was in 1890, 65.4; in 1920, 173.5; and in 1932, 99.2. In Table 3 the gross values above referred to have been corrected on the basis of this index number, and revised valuations for the total fisheries in the Maritime Provinces and for all Canada constructed. An examination of this table shows that whereas in 1890 Maritime fisheries aggregated \$15,866,373 out of a total of \$27,037,003, in 1932 the proportion was only \$10,604,379 out of a total of \$26,166,441. After reaching \$20,800,369 in 1897, a decline set in and the figures dropped to \$17,975,996 in 1899. They remained at about this level until 1905, the revised valuation for that year being \$19,269,258, since when they have fallen off considerably. It should be added that the revised valuations for all Canada show somewhat similar tendencies, the highest total being recorded in 1905. In 1921 low points in both cases were reached, namely, \$10,115,164 in the Maritime Provinces and \$24,548,092 in all Canada.

TABLE 1.--Total Value of Fish in the Maritime Provinces, with Comparative figures for all Canada, 1870-1932.

Year	Prince Edward Island	Nova Scotia	New Brunswick	Total Maritime Provinces	Canada
	\$	\$	\$	\$	\$
1870	Not known	4,019,425	1,131,433	5,150,858	6,577,391
1871	" "	5,101,030	1,185,033	6,286,063	7,573,199
1872	" "	6,016,835	1,965,459	7,982,294	9,570,116
1873	207,595	6,577,085	2,285,662	9,070,342	10,754,997
1874	288,863	6,652,302	2,685,794	9,626,959	11,681,886
1875	298,927	5,573,851	2,427,654	8,300,432	10,350,385
1876	494,967	6,029,050	1,953,389	8,477,406	11,117,000
1877	763,036	5,527,858	2,133,237	8,424,131	12,005,934
1878	840,344	6,131,600	2,305,790	9,277,734	13,215,678
1879	1,402,301	5,752,937	2,554,722	9,709,960	13,529,254
1880	1,675,089	6,291,061	2,744,447	10,710,597	14,499,979
1881	1,955,290	6,214,782	2,930,904	11,100,976	15,817,162
1882	1,855,687	7,131,418	3,192,339	12,179,444	16,824,092
1883	1,272,468	7,689,374	3,185,674	12,147,516	16,958,192
1884	1,085,619	8,763,779	3,730,454	13,579,852	17,766,404
1885	1,293,430	8,283,922	4,005,431	13,582,783	17,722,973
1886	1,141,991	8,415,362	4,180,227	13,737,580	18,679,288
1887	1,037,426	8,379,782	3,559,507	12,976,715	18,386,103
1888	876,862	7,817,030	2,941,863	11,635,755	17,418,508
1889	886,430	6,346,722	3,067,039	10,300,191	17,655,254
1890	1,041,109	6,636,444	2,699,055	10,376,608	17,714,900
1891	1,238,733	7,011,300	3,571,050	11,821,083	18,977,874
1892	1,179,856	6,340,724	3,202,922	10,723,502	18,941,169
1893	1,133,368	6,407,279	3,746,121	11,286,768	20,686,659
1894	1,119,738	6,547,387	4,351,526	12,018,651	20,719,570
1895	976,836	6,213,131	4,403,158	11,593,125	20,199,338
1896	976,126	6,070,895	4,799,433	11,846,454	20,407,424
1897	954,949	8,090,346	3,934,135	12,979,430	22,783,544
1898	1,070,202	7,226,034	3,849,357	12,145,593	19,667,121
1899	1,043,645	7,347,604	4,119,891	12,511,140	21,891,706
1900	1,059,193	7,809,152	3,769,742	12,638,087	21,557,639
1901	1,050,623	7,989,548	4,193,264	13,233,435	25,737,153
1902	887,024	7,351,753	3,912,514	12,151,291	21,959,433
1903	1,099,510	7,841,602	4,186,800	13,127,912	23,101,878
1904	1,077,546	7,287,099	4,671,081	13,035,729	23,516,439

TABLE 1.--Total Value of Fish in the Maritime Provinces, with Comparative figures for all Canada, 1870-1932 - Continued.

Year	Prince Edward Island \$	Nova Scotia \$	New Brunswick \$	Total Maritime Provinces \$	Canada \$
1905	998,922	8,259,085	4,847,090	14,105,097	29,479,562
1906	1,168,939	7,799,160	4,905,225	13,873,324	26,279,485
1907	1,492,695	7,632,330	5,300,564	14,425,589	25,499,349
1908	1,378,624	8,009,838	4,754,298	14,142,760	25,451,085
1909	1,197,557	8,081,111	4,676,315	13,954,983	29,629,169
1910	1,153,708	10,119,243	4,134,144	15,407,095	29,965,433
1911	1,196,396	9,367,550	4,886,157	15,450,103	34,667,872
1912	1,379,905	7,384,055	4,264,054	13,028,014	33,389,464
1913	1,280,447	8,297,626	4,308,707	13,886,780	33,207,748
1914	1,261,666	7,730,191	4,940,083	13,931,940	31,264,631
1915	933,682	9,166,851	4,737,145	14,837,678	35,860,708
1916	1,344,179	10,092,902	5,656,859	17,093,940	39,208,378
1917	1,786,310	14,468,319	6,143,088	22,397,717	52,312,044
1918	1,148,201	15,143,066	6,298,990	22,590,257	60,259,744
1919	1,536,844	15,171,929	4,979,574	21,688,347	56,508,479
1920	1,708,723	12,742,659	4,423,745	18,875,127	49,241,339
1921	924,529	9,778,623	3,690,726	14,393,878	34,931,935
1922	1,612,599	10,209,258	4,685,660	16,507,517	41,800,210
1923	1,754,980	8,448,385	4,548,535	14,751,900	42,565,545
1924	1,201,772	8,777,251	5,383,809	15,362,832	44,534,235
1925	1,598,119	10,213,779	4,798,589	16,610,487	47,942,131
1926	1,358,934	12,505,922	5,325,478	19,190,334	56,360,633
1927	1,367,807	10,783,631	4,406,673	16,558,111	49,123,609
1928	1,196,681	11,681,995	5,001,641	17,880,317	55,050,973
1929	1,297,125	11,427,491	5,935,635	18,660,251	53,518,521
1930	1,141,279	10,411,202	4,853,575	16,406,056	47,804,216
1931	1,078,901	7,986,711	4,169,811	13,235,423	30,517,306
1932	988,919	6,557,943	2,972,682	10,519,544	25,957,109

TABLE 2.--Value of the Capital Investment of the Fisheries of the Maritime Provinces and of Canada, 1880-1932.

Includes value of vessels, boats, nets, traps, piers and wharves, etc., also of fish canning and curing establishments, and working capital.

Year	Prince Edward Island \$	Nova Scotia \$	New Brunswick \$	Total Maritime Provinces \$	Total for Canada \$
1880	74,305	2,895,259	552,110	3,521,674	3,936,582
1885	493,143	3,010,000	1,075,879	4,579,022	6,697,459
1890	348,320	3,243,310	1,184,745	4,776,375	7,372,641
1895	479,639	3,139,968	1,710,347	5,329,954	9,253,848
1900	442,120	3,278,623	2,361,087	6,081,830	10,990,125
1901	425,589	3,319,334	2,233,825	5,978,718	11,491,300
1902	395,648	3,485,489	1,943,654	5,824,791	11,305,959
1903	464,792	3,937,428	2,005,391	6,407,611	12,241,454
1904	444,868	4,016,661	2,113,377	6,574,906	12,356,942
1905	417,951	4,496,897	2,182,059	7,096,907	12,880,897
1906	460,694	4,529,301	2,171,083	7,161,078	14,555,565
1907	488,905	4,469,041	2,332,455	7,290,401	14,826,592
1908	547,714	5,062,148	2,365,563	7,975,425	15,508,274
1909	568,828	5,014,909	2,346,467	7,930,204	17,357,932
1910	601,753	5,334,083	2,576,795	8,512,631	19,019,370
1911	641,731	5,645,276	2,894,795	9,181,802	20,932,904
1912	851,070	6,531,590	3,508,899	10,891,559	24,388,459
1913	948,667	7,110,210	3,600,547	11,659,424	27,464,033
1914	1,030,464	7,568,821	3,765,020	12,364,305	24,733,162
1915	1,024,268	7,899,112	3,958,714	12,882,094	25,855,575
1916	1,178,148	8,661,643	4,487,601	14,327,392	28,728,962
1917	1,770,949	11,702,311	5,733,071	19,206,331	47,143,125
1918	1,529,184	13,084,412	6,960,327	21,573,923	60,221,863
1919	1,528,541	13,971,628	5,878,652	21,378,821	54,577,026
1920	1,309,179	13,347,270	4,931,856	19,588,305	50,405,478
1921	970,798	12,265,465	4,436,076	17,672,339	45,669,477
1922	1,161,325	12,860,960	4,614,008	18,636,293	47,764,988
1923	1,278,491	12,138,808	4,574,617	18,041,916	47,672,865
1924	1,211,858	10,990,472	5,357,891	17,560,221	43,857,350
1925	1,237,972	11,674,790	5,247,448	18,160,210	46,872,630
1926	1,166,620	12,094,428	5,369,112	18,630,160	57,906,684
1927	1,117,473	11,469,249	5,526,988	18,113,710	56,306,461
1928	940,944	11,079,262	5,655,548	17,675,754	53,072,371
1929	905,125	11,252,655	5,886,719	18,044,499	62,579,444
1930	930,037	11,244,740	5,927,643	18,102,420	64,026,297
1931	939,212	10,232,305	6,092,993	17,272,010	45,350,514
1932	1,106,635	9,294,171	5,737,922	16,138,728	41,814,278

TABLE 3.--Valuations of Fisheries in Maritime Provinces and all Canada Corrected for Price Changes.

	Index Number	Total Maritime Provinces \$	Canada \$
1890	65.4	15,866,373	27,087,003
1891	61.6	19,189,940	30,808,237
1892	57.3	18,714,663	33,056,141
1893	63.1	17,887,113	32,783,929
1894	61.0	19,702,707	33,966,508
1895	64.2	18,057,827	31,463,143
1896	64.9	18,253,396	31,444,413
1897	62.4	20,800,369	36,512,090
1898	63.0	19,278,719	31,217,652
1899	69.6	17,975,776	31,453,601
1900	67.3	18,778,733	32,032,153
1901	71.6	18,482,451	35,945,744
1902	69.7	17,433,703	31,505,643
1903	73.5	17,861,105	31,431,127
1904	75.6	17,243,028	31,106,401
1905	73.2	19,269,258	40,272,626
1906	76.5	18,135,064	34,352,268
1907	82.0	17,592,182	31,096,767
1908	76.3	18,535,727	33,356,599
1909	84.8	16,456,348	34,940,058
1910	89.3	17,253,186	33,555,916
1911	90.9	16,996,813	33,138,473
1912	98.5	13,226,410	33,897,933
1913	100.0	13,886,780	33,207,748
1914	98.8	14,101,154	31,644,363
1915	100.3	14,793,298	35,753,448
1916	107.1	15,960,728	36,609,130
1917	136.8	16,372,600	38,239,798
1918	172.5	13,095,801	34,933,185
1919	177.5	12,218,787	31,835,763
1920	173.5	10,879,036	28,381,175
1921	142.3	10,115,164	24,548,092
1922	142.7	11,567,987	29,292,369
1923	129.9	11,356,351	32,767,933
1924	143.7	10,690,906	30,991,117
1925	152.7	10,877,857	31,396,287
1926	155.3	12,356,944	36,291,457
1927	155.6	10,641,460	31,570,443
1928	155.8	11,476,455	35,334,386
1929	163.5	11,412,998	32,733,040
1930	147.8	11,100,173	32,343,854
1931	116.5	11,360,878	26,195,112
1932	99.2	10,604,379	26,166,441

Taking the total value of all fisheries in 1890 as equal to 100, the comparative increases in the Maritime Provinces, and in all Canada since 1890 may be expressed as follows, the present importance and the relatively rapid growth of the British Columbia fisheries being reflected in the figures for Canada:-

Year	Maritime Provinces		Canada	
	At Current Valuations	Corrected	At Current Valuations	Corrected
1890	100	100	100	100
1895	111.72	113.81	114.02	116.16
1900	121.79	118.36	121.69	118.26
1905	135.93	121.45	166.41	148.68
1910	148.48	108.74	169.15	123.88
1915	142.99	93.24	202.43	131.99
1920	181.90	68.57	277.97	104.78
1924	148.05	67.38	251.39	114.41
1925	160.07	68.56	270.01	115.91
1926	184.94	77.88	318.15	133.98
1927	159.57	67.07	277.30	116.55
1928	172.31	72.33	310.76	130.45
1929	179.83	71.93	302.11	120.84
1930	158.11	69.96	269.85	119.41
1931	127.55	71.60	172.27	96.71
1932	101.38	66.84	146.53	96.60

The Present Fishing Industry.---A more detailed review of current conditions in the industry is as follows: /

The total value of Canadian fisheries in 1932 was \$25,957,109. Of this amount the Maritime Provinces contributed \$10,519,544, Nova Scotia holding second place with \$6,557,943 or 25.26 per cent; New Brunswick third place with \$2,972,682 or 11.45 per cent and Prince Edward Island seventh place with \$988,919 or 3.8 per cent.

Lobster trapping was the principal branch of the industry in each province with a total production valued at \$4,503,255 distributed as follows:-

Prince Edward Island	\$ 750,039
Nova Scotia	2,711,371
New Brunswick	1,041,845

Cod occupied second place in Nova Scotia with a value of \$1,282,082 and haddock third with a value of \$1,086,343. In New Brunswick, smelts ranked second with a value of \$492,888 and sardines third with a value of \$426,349.

The principal varieties and values of fish for the Maritime Provinces with comparative figures for all Canada are given in Table 4.

TABLE 4.--The Fish Catch, 1931 and 1932.

		Prince Edward Island	Nova Scotia	New Brunswick	Maritime Provinces	Canada
Lobsters	1931	754,542	2,725,620	1,376,257	4,856,419	5,037,028
	1932	750,039	2,711,371	1,041,845	4,503,255	4,745,311
Cod	1931	93,664	1,671,201	328,178	2,093,043	2,827,350
	1932	52,405	1,282,082	197,917	1,532,404	2,193,621
Haddock	1931	1,993	1,326,436	34,447	1,362,876	1,362,876
	1932	2,753	1,086,343	25,706	1,114,802	1,114,802
Sardines	1931	-	-	837,210	837,210	837,560
	1932	-	50	426,349	426,399	426,914
Smelts	1931	49,246	103,950	415,975	569,171	652,837
	1932	51,610	101,597	492,888	646,095	690,964
Herring	1931	70,564	335,201	294,530	700,295	2,330,044
	1932	68,246	231,971	244,737	544,954	1,473,288
Salmon	1931	891	152,516	477,322	624,729	7,972,017
	1932	1,975	113,518	232,412	347,905	8,037,904
Mackerel	1931	29,917	368,411	18,002	416,330	502,477
	1932	18,260	170,082	25,663	214,005	276,947
Hake and cusk	1931	15,029	130,599	46,270	191,898	191,898
	1932	7,636	84,307	41,657	133,600	133,600
Halibut	1931	-	393,632	11,000	404,632	1,780,044
	1932	-	254,840	11,735	256,575	1,227,680
Oysters	1931	39,806	14,806	77,704	132,316	193,563
	1932	24,329	13,179	48,794	86,302	115,102
Pollock	1931	-	51,038	11,351	62,389	62,389
	1932	-	48,563	15,538	64,101	64,101
Clams and quahaugs	1931	10,834	51,570	41,238	103,642	227,614
	1932	8,435	26,681	35,222	70,338	167,851
Alewives	1931	231	38,873	55,687	94,791	94,797
	1932	-	31,651	34,839	66,490	66,505
Swordfish	1931	-	236,617	-	236,617	236,617
	1932	-	99,585	-	99,585	99,585

/ For full details of the catch and marketing of Canadian fish products by provinces and fishing districts see the annual report on Fisheries of the Dominion Bureau of Statistics, prepared in collaboration with Dominion and Provincial Fisheries Departments.

The domestic consumption of fish is relatively small in Canada and the trade depends largely upon foreign markets. From 60 to 70 per cent of the total annual capture for all Canada is an average export of which the United States takes approximately one-third and Great Britain one-fifth. In the fiscal year 1932, total exports amounted to \$24,437,078 of which \$10,651,533 went to the United States and \$5,481,301 to Great Britain while in the fiscal year 1933, total exports were \$17,185,351 of which \$8,086,807 went to the United States and \$3,795,369 to Great Britain. The most important single export was canned salmon (to Great Britain and European markets) the value of which in the fiscal year 1932 amounted to \$6,078,853 and in the fiscal year 1933 to \$3,603,628. Other important items and principal countries of export in the last fiscal year were - lobsters, canned (to the United Kingdom and the United States) \$2,711,307; lobsters, fresh (to the United Kingdom and the United States) \$1,913,941; codfish, dried (to the West Indies, South America, Italy and the United States) \$1,563,386.

The preserving of fish is the premier manufacturing industry in Prince Edward Island and ranks second in Nova Scotia and fourth in New Brunswick. Statistics of this industry are shown in Table 5.

TABLE 5.--The Fish Preserving Industry, 1926-32.

		Prince Edward Island	Nova Scotia	New Brunswick	Maritime Provinces	Canada
<u>1 9 2 6</u>						
Establishments	No.	146	243	190	579	831
Capital	\$	260,575	4,114,654	1,527,594	5,902,823	28,868,071
Employees	No.	1,564	3,876	2,414	7,854	17,408
Salaries and wages	\$	115,809	1,177,551	323,343	1,616,703	5,622,837
Cost of materials	\$	653,083	5,092,391	1,532,319	7,277,793	22,034,129
Value of products	\$	945,485	7,663,724	2,658,703	11,267,912	36,190,764
<u>1 9 2 7</u>						
Establishments	No.	137	225	172	534	773
Capital	\$	250,640	3,306,389	1,626,776	5,183,805	24,454,482
Employees	No.	1,461	3,616	2,146	7,223	16,697
Salaries and wages	\$	102,887	1,078,804	336,983	1,518,674	5,373,951
Cost of materials	\$	665,493	4,456,299	1,406,896	6,528,688	18,364,846
Value of products	\$	919,795	6,951,407	2,221,241	10,092,443	31,084,609
<u>1 9 2 8</u>						
Establishments	No.	108	219	152	479	713
Capital	\$	190,290	3,724,210	1,622,762	5,577,262	26,941,283
Employees	No.	1,211	3,738	2,035	6,984	15,434
Salaries and wages	\$	83,853	1,201,169	347,563	1,632,585	5,261,096
Cost of materials	\$	526,469	5,069,031	1,595,688	7,191,188	20,578,767
Value of products	\$	756,210	7,930,900	2,552,991	11,240,101	36,267,732
<u>1 9 2 9</u>						
Establishments	No.	100	242	155	479	730
Capital	\$	179,968	3,805,820	1,729,695	5,715,483	28,644,442
Employees	No.	1,264	4,086	2,135	7,485	16,367
Salaries and wages	\$	103,748	1,238,813	438,338	1,780,899	5,411,855
Cost of materials	\$	631,140	5,440,337	2,129,700	8,201,177	21,496,859
Value of products	\$	870,876	8,216,653	3,388,536	12,476,065	34,966,260
<u>1 9 3 0</u>						
Establishments	No.	95	228	162	485	699
Capital	\$	189,375	3,901,261	1,882,479	5,973,115	30,827,607
Employees	No.	1,214	3,885	2,269	7,368	15,722
Salaries and wages	\$	95,114	1,239,245	380,026	1,714,385	5,326,463
Cost of materials	\$	632,482	5,148,628	1,642,854	7,423,964	21,081,489
Value of products	\$	831,585	7,602,659	2,688,014	11,122,258	32,973,308
<u>1 9 3 1</u>						
Establishments	No.	97	207	165	469	662
Capital	\$	183,015	3,419,681	2,209,364	5,812,060	19,085,513
Employees	No.	1,374	3,732	2,397	7,503	13,071
Salaries and wages	\$	93,667	1,044,678	358,492	1,496,837	3,182,875
Cost of materials	\$	626,366	3,878,869	1,587,181	6,092,416	11,920,834
Value of products	\$	867,571	5,901,891	2,351,659	9,121,121	18,826,893
<u>1 9 3 2</u>						
Establishments	No.	99	190	157	446	629
Capital	\$	189,975	3,154,379	2,086,902	5,431,256	7,043,213
Employees	No.	1,550	3,849	2,546	7,945	13,724
Salaries and wages	\$	97,907	841,830	268,600	1,208,337	2,821,878
Cost of materials	\$	594,890	3,026,524	1,038,748	4,660,162	10,263,631
Value of products	\$	833,055	4,633,955	1,637,825	7,104,835	16,684,125

Prices in Canada and the United States.--A review of price changes in Canada during recent years is presented in the following tables showing index numbers of fishery products from 1926 to the present time. Tables of current prices in Canada and the United States are also appended.

TABLE 6.--Index Numbers of Fishery Products, 1926-1933.
1913=100

Year	Index	Month 1933	Index	Month 1933	Index
1926	155.3	January	93.2	July	95.2
1927	155.6	February	92.7	August	100.8
1928	155.8	March	89.0	September	101.6
1929	163.5	April	92.1	October	101.4
1930	147.8	May	92.1	November	107.8
1931	116.5	June	94.1	December	109.0
1932	99.2				
1933	97.4	1934			
		January	106.8		
		February	108.1		
		March	108.1		

TABLE 7.--Fish Prices at Maritime Points, 1933.

	Dry Shore Codfish Price Paid to Fisher- men per quintal at Halifax	Salt Spring Mackerel Wholesale Selling Price per barrel at Halifax	Smoked Herring per 20 pound box carlots f.o.b. Halifax	Smoked Finnan Haddie per pound f.o.b. Atlantic Coast	Smoked Fillets (cod) per pound f.o.b. Atlantic Coast	Stripped Cod per pound f.o.b. Maritime Points	Fresh Haddock (heads on) per pound f.o.b. Atlantic Coast
	\$	\$	\$	\$	\$	\$	\$
1933 January	3.00	4.75	1.75	.08	.08	.09	.045
February	3.00	5.00	1.75	.08	.08	.09	.045
March	3.00	5.00	1.75	.08	.08	.09	.045
April	2.50-3.50	6.00	1.75	.08	.03	.09	.045
May	2.50-3.50	6.00	1.75	.08	.08	.09	.045
June	2.50-3.50	6.00	1.75	.08	.08	.09	.040
July	2.50-3.50	4.00	1.75	.08	.08	.09	.040
August	3.00-4.00	4.00	1.75	.07	.07	.09	.040
September	3.00-4.00	4.00	1.75	.07	.07	.09	.040
October	3.00-4.00	4.00	1.75	.07	.07	.09	.040
November	3.25-4.25	4.00	1.75	.07	.07	.09	.045
December	3.50-4.50	4.00	1.75	.08	.08	.09	.045
Yearly average	3.25	4.729	1.75	.077	.077	.09	.043

† Nominal

TABLE 8.--Wholesale Prices of Fish in the United States, 1933.

	Cod, Pickled per 100 pounds Gloucester Mass.	Herring Pickled per pound New York	Mackerel Salt per pound New York	Salmon Smoked Alaska per pound New York
	\$	\$	\$	\$
1933				
January	4.500	.083	.057	.290
February	4.250	.080	.051	.290
March	4.375	.085	.053	.283
April	4.500	.085	.055	.280
May	4.500	.085	.056	.270
June	4.500	.085	.060	.270
July	4.500	.095	.060	.273
August	4.650	.102	.055	.282
September	4.875	.113	.055	.290
October	5.000	.115	.055	.306
November	5.000	.115	.055	.333
December	5.000	.101	.060	.333
Yearly average	4.639	.095	.056	.291

PART 4.---FORESTRY.

Introductory.---From the earliest times, lumbering has been the premier industry of New Brunswick, forest products holding first place in the province's exports. Although a large section of the province is admirably suited for agriculture, the settled districts are confined principally to the river valleys and the coast line, the interior forming a vast timber reserve. Of the 17,734,000 acres of land area in the province about 9,505,000 are Crown Lands and the majority of this acreage is forested. At the present time 6,808,000 of this is under timber licence or lease.

An estimate prepared by the Forest Service, Department of the Interior, in 1933, shows that of these 17,734,000 acres, 89 per cent (15,804,000 acres) is primarily forest land, 66 per cent (11,738,000 acres) carries merchantable forest, 22 per cent (3,971,000 acres) is covered with young forests growing to maturity, and .5 per cent is at present barren. The Forest Service estimates that the accessible forest resources of New Brunswick consists of 18,120,000 M. ft. b. m. of saw material, and 50,250,000 cords of pulpwood, cordwood, poles, posts, and ties, or a total equivalent to 9,652,170,000 cubic feet of timber.

In Nova Scotia out of a total land area of 13,275,520 acres, about 2,281,000 acres are Crown Land, much of it under forest. At the present time 882,000 acres are under timber licence or lease.

The Forest Service estimates that of the 13,275,520 acres, 58 per cent (7,680,000 acres) is primarily forest land, 36 per cent (4,780,800 acres) bears merchantable timber and 22 per cent (2,867,200 acres) bears young growth. A small area, 3 per cent (96,000 acres), is at present barren.

The accessible forest resources are estimated at 7,010,000 M. ft. b. m. of saw material and 31,430,000 cords of pulpwood, cordwood, poles, posts, and ties--a total of 5,027,040,000 cubic feet.

Historical.---The development of the forest industries of New Brunswick may be divided into four periods. During the first, from the landing of De Monts at St. John in 1604 to the end of the French rule in 1765, the industry was confined to the cutting of masts and spars for the French navy, the first shipment being recorded in 1700. During the colonial period, under English rule from 1763 to 1837, the industry developed more rapidly. The cutting of white pine suitable for masts and spars was first restricted and later prohibited except for naval purposes, but these restrictions were removed toward the end of the period. The first cargo of spars was shipped to England in 1780 and the export trade which began with these shipments later developed with the shipment of square timber. The first saw mill, a tidal mill, was built at St. John in 1766 and the first steam saw mill was built in the same place in 1822. The production and exportation of white pine lumber and shingles and oak staves followed, and later the trade in spruce deals developed. The arrival of the Loyalists in 1783 caused an increase in the activity of the industry. Shipbuilding and settlement increased the local demand, and the building of steam sawmills and steam ships accelerated this development by increasing the facilities for manufacturing lumber and exporting it in home built ships. The maximum of the white pine export trade was reached in 1825, but during the same year the disastrous Miramichi fire caused a serious setback to the lumbering industry. In 1833 there were 233 saw mills in operation in the colony.

In 1837 the administration of New Brunswick was taken over and the early provincial period began. During this period, from 1837 to 1850, there was a fairly steady development of the industry with increased shipbuilding and increased exportation of spruce deals. The exportation of hemlock tanbark began at this time. During the modern period, from 1850 to the present time, the industry has had its ups and downs. Railroad construction since the fifties has opened up many new sources of timber supply. The Civil War in the United States caused a boom and a subsequent depression similar to that from which the country is now emerging. The export trade with Great Britain in spruce deals reached considerable importance when the Crimean War caused the closing of the Baltic Ports. This trade improved during the nineties and reached its maximum in 1897. During the sixties and seventies many American companies built mills on the St. John River where they sawed logs floated down the river from timber limits in the State of Maine. This lumber was admitted to the United States duty free under an agreement which was later repealed by the United States Government.

In the province of Nova Scotia, which was first settled in 1605 with the colony at Port Royal, the lumber industry developed earlier than in New Brunswick, but the different stages in its development were largely similar. In 1761 there were 31 mills operating in the province. Trade with the United States was at one time of considerable importance and the shipbuilding industry stimulated exportation to the West Indies and Great Britain.

Prince Edward Island originally possessed forests of considerable value but these were soon removed by lumbermen, shipbuilders and forest fires, and also in the process of clearing land for agriculture. As the island is so largely agricultural in nature the forest industries have, during late years, been of local importance only.

The Lumber Industry.---In 1871 there were 1,144 sawmills in Nova Scotia capitalized at \$955,220 employing 2,858 men with a payroll of \$330,417 and products valued at \$1,397,137. The number of mills and the value of their output in the following decades were as follows: in 1881, mills in operation, 1,190--value of products, \$3,094,137; in 1891, mills, 1,172--products, \$4,083,980; in 1901, mills, 228--products, \$2,940,107; in 1911, mills, 472--products, \$7,927,873; in 1921, mills, 390--products \$4,339,961; in 1931, mills, 635--products \$2,460,753.

In New Brunswick in 1871 there were 565 sawmills operating with a total capital of \$2,843,108 employing 7,134 men with a payroll of \$1,400,562. Their products were valued at \$6,575,759. The number of mills and the value of their products for the next six decades were as follows: in 1881, mills in operation, 478--value of products, \$6,532,826; in 1891, mills, 496--products, \$6,673,701; in 1901, mills, 236--products, \$7,041,848; in 1911, mills 334--products, \$12,199,305; in 1921, mills, 200--products \$10,250,955; in 1931, mills, 246--products \$3,534,442. The principal statistics of the industry from 1927-32 inclusive, for the Maritime Provinces and for Canada as a whole, are shown in Table 1.

TABLE 1.--Principal Statistics of the Lumber Industry, Maritime Provinces and Canada, 1927-32.

		Prince Edward Island	Nova Scotia	New Brunswick	Maritime Provinces	Canada
<u>1 9 2 7</u>						
Establishments	No.	40	361	233	634	2,720
Capital invested	\$	123,775	4,814,032	20,555,201	25,493,008	9,378,939
Employees	No.	61	2,462	5,243	7,766	44,598
Salaries and wages	\$	15,088	770,846	2,946,529	3,732,463	34,421,544
Cost of materials	\$	81,737	2,051,474	7,669,731	9,802,942	77,438,700
Gross value of products	\$	126,410	3,639,062	11,835,035	15,600,507	133,620,554
<u>1 9 2 8</u>						
Establishments	No.	48	352	180	580	2,967
Capital invested	\$	135,150	3,915,452	22,463,064	26,513,666	175,729,448
Employees	No.	73	2,338	4,194	6,605	44,862
Salaries and wages	\$	16,225	658,020	2,298,685	2,972,930	34,721,520
Cost of materials	\$	80,983	2,017,463	6,450,036	8,548,482	80,451,801
Gross value of products	\$	131,910	3,441,448	9,709,633	13,282,991	139,424,754
<u>1 9 2 9</u>						
Establishments	No.	51	352	253	656	3,161
Capital invested	\$	150,456	2,195,120	25,150,827	27,496,403	181,586,699
Employees	No.	83	2,470	4,731	7,284	46,466
Salaries and wages	\$	18,977	658,922	2,888,813	3,566,712	36,157,555
Cost of materials	\$	87,336	1,764,159	7,664,967	9,516,462	83,743,952
Gross value of products	\$	139,929	3,205,217	12,164,604	15,509,750	146,989,564
<u>1 9 3 0</u>						
Establishments	No.	53	471	308	832	3,531
Capital invested	\$	140,716	2,423,515	21,253,028	23,817,259	181,116,933
Employees	No.	86	2,811	4,619	7,516	43,457
Salaries and wages	\$	16,046	676,109	2,222,118	2,914,273	28,512,901
Cost of materials	\$	79,367	1,792,072	5,672,218	7,543,657	72,956,762
Gross value of products	\$	129,578	3,238,847	8,564,415	11,932,840	121,142,985
<u>1 9 3 1</u>						
Establishments	No.	61	635	246	942	3,562
Capital invested	\$	125,182	2,557,552	10,252,845	12,935,579	121,336,176
Employees	No.	64	1,640	1,785	3,489	22,361
Salaries and wages	\$	13,189	566,980	960,518	1,540,687	16,409,674
Cost of materials	\$	67,154	1,222,618	2,203,158	3,492,930	37,379,034
Gross value of products	\$	115,464	2,460,753	3,534,442	6,110,659	62,927,750
<u>1 9 3 2</u>						
Establishments	No.	52	640	230	922	3,593
Capital invested	\$	128,705	2,153,418	6,297,181	8,579,304	80,796,425
Employees	No.	69	1,370	1,343	2,782	18,285
Salaries and wages	\$	13,570	368,181	600,214	981,965	10,761,090
Cost of materials	\$	59,655	812,399	1,304,536	2,176,590	23,405,576
Gross value of products	\$	109,851	1,516,254	2,208,916	3,835,021	38,506,647

The present tendency toward a decline in the importance of the lumber industry in the Maritime Provinces is due to a large extent to the increased cost of manufacture brought about by the longer distance logs must be transported as more accessible supplies are exhausted. This condition of affairs is general throughout eastern Canada.

The quantity and value of lumber cut in the Maritime Provinces and in Canada during 1932, classified by kinds of wood, are shown in Table 2, in connection with which may be read the following statement of lath and shingles cut in the Maritime Provinces and in Canada during 1932:

	Lath	M	\$
Prince Edward Island		347	1,204
Nova Scotia		11,723	29,521
New Brunswick		56,570	130,862
Maritime Provinces		68,640	161,587
Canada		208,321	474,889

Shingles

	<u>M</u>	<u>\$</u>
Prince Edward Island	5,286	12,633
Nova Scotia	28,461	66,118
New Brunswick	56,237	119,023
Maritime Provinces	89,984	197,774
Canada	1,802,008	3,556,823

TABLE 2.--Production of Lumber in the Maritime Provinces and in Canada, 1932.

Kind of Wood	Prince Edward Island	Nova Scotia	New Brunswick	Maritime Provinces	Canada
	M.ft.b.m.	M.ft.b.m.	M.ft.b.m.	M.ft.b.m.	M.ft.b.m.
<u>Quantity</u>					
Spruce	3,417	52,798	82,048	138,263	513,769
Birch, yellow or red	256	9,339	7,147	16,742	53,004
White pine	32	4,765	9,399	14,196	157,441
Balsam fir	873	2,618	4,621	8,112	78,689
Hemlock	74	6,334	1,986	8,394	166,446
Maple	54	1,384	1,206	2,644	17,497
Beech	59	281	658	998	2,480
Red pine	-	403	537	940	22,912
Cedar	-	-	621	621	59,882
Birch, white	26	1,033	1,849	2,908	11,486
Tamarack or larch	-	-	42	42	1,453
Jack pine or lodge pole	-	23	666	689	31,716
Poplar	11	85	65	161	10,201
Basswood	109	-	17	126	11,888
Ash	-	11	1	12	3,863
Elm	-	-	9	9	7,290
Butternut	-	-	9	9	107
Oak	-	40	-	40	1,528
Aspen	-	-	-	-	4,104
Other	-	12	1,433	1,445	654,128
<u>Value</u>	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>\$</u>
Spruce	68,140	670,862	1,154,543	1,893,545	7,410,122
Birch, yellow or red	5,785	124,499	141,476	271,760	1,115,828
White pine	732	81,635	183,624	265,991	3,704,210
Balsam fir	13,630	35,898	61,365	110,893	1,142,577
Hemlock	1,358	73,029	29,598	103,985	2,151,747
Maple	1,232	16,719	20,978	38,929	431,071
Beech	1,263	3,683	10,247	15,193	50,837
Red pine	-	5,377	9,426	14,803	478,353
Cedar	-	-	9,287	9,287	1,048,789
Birch, white	627	15,305	32,689	48,621	221,834
Tamarack or larch	-	-	560	560	22,392
Jack pine or lodge pole	-	276	8,740	9,016	440,761
Poplar	201	858	781	1,840	119,349
Basswood	1,962	-	371	2,333	288,615
Ash	-	144	30	174	114,177
Elm	-	-	195	195	175,400
Butternut	-	-	250	250	2,866
Oak	-	1,007	-	1,007	45,203
Aspen	-	-	-	-	56,049
Other	-	170	26,304	26,474	7,861,744

The Pulp and Paper Industry.--The pulp and paper industry in the Maritime Provinces is a comparatively recent development. One small mill manufacturing paper from rags was reported in Nova Scotia in the census of 1861, and two such mills in 1871, one in Nova Scotia and one in New Brunswick. The manufacture of wood pulp, which was developed during the seventies and eighties, resulted in the building of pulp mills in the Maritime Provinces, two of which were reported in Nova Scotia and one in New Brunswick in the census of 1891. These three mills were capitalised at \$298,395, employed 120 men with a payroll of \$45,270 and produced pulp and other products valued at \$108,760. During the following two decades the industry developed so that in 1901 there were four mills in each province with a total production of \$973,988; in 1911 there were six mills in each province with a production of \$311,311 for Nova Scotia and \$1,149,313 for New Brunswick. In 1921 there were 6 mills in Nova Scotia with a production of \$676,449 and in New Brunswick 5 mills with a production of \$5,244,302, while in 1932 there were 5 mills in Nova Scotia with a production of \$4,050,523 and in New Brunswick 6 mills with a production of \$12,823,270. Table 3 shows the principal statistics of this industry in the Maritime Provinces and in Canada as a whole from 1927 to 1932. From the time of the closing down of the rag paper mills during the nineties until 1923 no paper was made in this region, but in 1923 the Bathurst Company Limited began the production of newsprint paper.

Dominion and provincial legislation and regulations practically prohibit the exportation of unmanufactured pulpwood cut on Crown Lands in every province in Canada but Nova Scotia. Since 1902 exports of raw pulpwood have gone exclusively to the United States.

TABLE 3.--Principal Statistics of the Pulp and Paper Industry in the Maritime Provinces and Canada, 1927-32.

		Nova Scotia	New Brunswick	Maritime Provinces	Canada
<u>1927</u>					
Establishments	No.	7	5	12	114
Capital	\$	3,347,699	18,322,185	21,669,834	579,853,552
Employees	No.	496	1,344	1,840	32,876
Salaries and wages	\$	319,019	1,712,610	2,031,629	45,674,293
Cost of materials	\$	344,204	4,224,382	4,568,586	84,813,080
Value of products	\$	890,141	8,934,580	9,824,721	219,329,753
<u>1928</u>					
Establishments	No.	6	4	10	110
Capital	\$	5,283,440	25,029,910	30,313,350	685,687,459
Employees	No.	325	1,329	1,654	33,614
Salaries and wages	\$	295,849	1,622,277	1,918,126	47,322,648
Cost of materials	\$	331,645	3,847,154	4,178,799	88,490,421
Value of products	\$	765,727	8,225,586	8,991,313	233,077,236
<u>1929</u>					
Establishments	No.	6	5	11	108
Capital	\$	2,554,166	23,554,200	26,108,366	644,773,806
Employees	No.	323	1,537	1,910	34,202
Salaries and wages	\$	308,297	1,824,957	2,133,254	50,214,445
Cost of materials	\$	398,718	4,995,425	5,394,143	96,874,749
Value of products	\$	948,889	10,106,069	11,054,958	243,970,761
<u>1930</u>					
Establishments	No.	6	7	13	109
Capital	\$	14,592,397	49,789,447	64,381,844	714,437,104
Employees	No.	721	2,469	3,190	33,207
Salaries and wages	\$	1,103,799	2,869,262	3,973,061	45,774,976
Cost of materials	\$	1,699,777	5,505,007	7,204,784	81,992,255
Value of products	\$	4,893,891	12,614,177	17,508,068	215,674,246
<u>1931</u>					
Establishments	No.	6	6	12	103
Capital	\$	12,796,553	49,837,064	62,633,617	630,176,540
Employees	No.	610	2,055	2,665	26,669
Salaries and wages	\$	893,057	2,353,023	3,246,080	34,792,013
Cost of materials	\$	1,892,275	4,969,095	6,861,370	63,947,678
Value of products	\$	4,777,752	13,409,525	18,187,277	174,733,954
<u>1932</u>					
Establishments	No.	5	6	11	98
Capital	\$	12,584,065	43,552,335	56,136,450	597,550,013
Employees	No.	547	1,837	2,384	24,561
Salaries and wages	\$	755,753	1,919,667	2,675,420	29,348,128
Cost of materials	\$	1,331,673	4,074,807	5,406,480	48,970,967
Value of products	\$	4,050,523	12,823,270	16,873,793	135,643,729

Canadian Trade in Lumber.--Figures showing the exportation of forest products through the ports of the Maritime Provinces are available but, on account of the extensive interprovincial movement of these products, especially in the case of pulpwood, they are not a Maritime index.

The total value of the exports of wood, wood products and paper in the fiscal year ended March 31, 1933 amounted to \$131,359,211 which represented 24.7 per cent of the total exports for the year. Exports to the United Kingdom amounted to \$16,272,657 and to the United States to \$96,390,990.

Wood, unmanufactured, exported from Canada in 1933 was valued at \$33,055,061. Planks and boards comprised 52.7 per cent of this value, amounting to 1,017,837 M. ft. valued at \$17,421,415. Other principal items in the unmanufactured wood group were:-- logs, 283,225 M. ft. valued at \$2,691,140; telegraph poles, 166,203 valued at \$487,733; railroad ties, 370,042 valued at \$423,943; pulpwood, 651,958 cords valued at \$4,696,459; shingles valued at \$3,439,596; shakes at \$381,409 and square timber, 122,704 M. ft. valued at \$1,558,091.

PART 5.--MINING

General.—The total value of mineral production in Canada was in 1929, \$310,850,246; in 1930, \$279,873,578; in 1931, \$228,029,018; in 1932, \$191,228,225 and in 1933, \$220,502,096. To these totals the Maritime Provinces contributed in 1929, \$33,343,525 or 10.73 per cent; in 1930, \$29,402,938 or 10.49 per cent; in 1931, \$23,257,656 or 10.20 per cent; in 1932 \$18,424,784 or 9.63 per cent and in 1933, \$18,944,849 or 8.59 per cent. Of the 1933 mineral production of Canada, Nova Scotia accounted for \$16,875,412 or 7.65 per cent; and New Brunswick for \$2,069,437 or 0.94 per cent. There are no mines in Prince Edward Island but there is a small annual production of sand and gravel for railway ballast and also a small output of clay products. A summary of the principal statistics relative to the mining, metallurgical, structural materials and clay products industries in the Maritime Provinces in the years 1927-32 is given in Table 1.

TABLE 1.--Principal Statistics of the Mineral Industry, Maritime Provinces and Canada, 1927-32.

	Nova Scotia	New Brunswick	Maritime Provinces	Canada
<u>1927</u>				
Number of active operators	78	41	119	2,350
Number of operating plants or mines	107	79	186	9,177
Capital employed	\$ 70,934,465	3,014,614	739,949,079	714,073,000
Number of employees	15,663	1,196	16,859	84,674
Salaries and wages	\$ 18,076,122	1,092,891	19,169,013	104,220,892
Cost of fuel and electricity	\$ 2,283,744	125,847	2,409,591	22,960,284
Net value of bullion, ore, concentrates, residues and other minerals shipped from mines, smelters, brick and cement plants and quarries	\$ 27,966,861	2,106,635	30,073,496	251,077,661
<u>1928</u>				
Number of active operators	76	42	118	2,345
Number of operating plants or mines	104	97	201	9,036
Capital employed	\$ 67,329,525	3,331,338	70,660,863	841,967,932
Number of employees	15,497	1,244	16,741	89,418
Salaries and wages	\$ 21,249,053	1,107,462	22,356,515	115,954,022
Cost of fuel and electricity	\$ 2,391,558	147,154	2,538,712	23,432,001
Net value of bullion, ore, concentrates, residues, and other minerals shipped from mines, smelters, brick and cement plants and quarries	\$ 28,410,600	2,153,943	30,564,543	279,820,914
<u>1929</u>				
Number of active operators	70	36	106	2,386
Number of operating plants or mines	98	93	191	9,143
Capital employed	\$ 67,356,948	4,945,074	72,302,022	867,021,033
Number of employees	14,738	1,361	16,099	95,102
Salaries and wages	\$ 21,035,230	1,236,726	22,271,956	124,490,511
Cost of fuel and electricity	\$ 2,436,137	168,830	2,604,967	26,751,585
Net value of bullion, ore, concentrates, residues and other minerals shipped from mines, smelters, brick and cement plants and quarries	\$ 28,529,875	2,407,456	30,937,331	315,181,338
<u>1930</u>				
Number of active operators	74	49	123	2,478
Number of operating plants or mines	125	113	238	9,105
Capital employed	\$ 65,363,756	5,349,073	70,712,829	887,420,859
Number of employees	15,484	1,391	16,875	89,200
Salaries and wages	\$ 19,294,197	1,132,306	20,416,503	113,975,332
Cost of fuel and electricity	\$ 2,410,115	162,591	2,572,706	25,066,193
Net value of bullion, ore, concentrates, residues and other minerals, shipped from mines, smelters, brick and cement plants and quarries	\$ 25,043,071	2,350,372	27,393,443	270,785,513
<u>1931</u>				
Number of active operators	69	52	121	2,397
Number of operating plants or mines	244	116	360	9,578
Capital employed	\$ 63,853,580	5,543,570	69,397,150	842,060,020
Number of employees	14,871	1,197	16,068	72,809
Salaries and wages	\$ 15,302,444	1,048,860	16,351,304	91,969,299
Cost of fuel and electricity	\$ 2,020,666	163,893	2,184,559	21,509,348
Net value of bullion, ore, concentrates, residues and other minerals shipped from mines, smelters, brick and cement plants and quarries	\$ 19,258,296	2,137,832	21,396,128	238,170,014

TABLE 1.--Principal Statistics of the Mineral Industry, Maritime Provinces and Canada, 1927-32 - Continued.

	Nova Scotia	New Brunswick	Maritime Provinces	Canada
1932				
Number of active operators	x	x	x	x
Number of operating plants or mines	495	563	1,058	2,422
Capital employed	\$ 63,415,735	4,998,656	68,414,391	685,211,573
Number of employees	13,706	1,480	15,186	61,470
Salaries and wages	\$ 11,302,801	1,123,080	12,425,881	71,772,049
Cost of fuel and electricity	\$ 2,047,874	96,922	2,144,796	16,476,484
Net value of bullion, ore, concentrates, residues and other minerals shipped from mines, smelters, brick and cement plants and quarries	\$ 15,049,226	2,185,174	17,234,400	196,578,211

x Firms not counted by provinces in 1932.

For a general view of the trend of mineral production in the Maritimes back to Confederation (the survey for certain products going back prior to Confederation), the reader is referred to the historical tables at the close of the present section (Tables 9 and 10). A brief reference to present and past conditions by provinces and principal mineral products is as follows:

Nova Scotia.--Because of the geographical position of Nova Scotia on the Atlantic seaboard, this province was among the first in Canada to have its mineral resources explored. Early history of Canadian mining, gleaned from records of the period of the French regime, is closely interwoven with that of the first European navigators and explorers to reach our shores. In 1604 discoveries in Nova Scotia of iron and silver were reported to have been made in St. Mary's Bay and later, copper was found at Cape d'Or. These minerals were located by Master Simon, a mining engineer, in the employ of the celebrated explorer, Champlain. A natural history of Acadia, written by Nicholas Denys, and published in Paris in 1672 mentions the discovery of coal in Nova Scotia and is the first reference to the occurrence of this mineral in North America. In the production of bituminous coal, Nova Scotia has had a widespread reputation for over 200 years, while its gypsum deposits, which are among the most extensive in Canada, are only in the primary stage of development. In addition to these resources, there are deposits of iron, gold and antimony. Non-metallics, such as dolomite, limestone, salt, and building stone, also have their place.

A protective tariff designed to promote the coal-mining industry in Nova Scotia was adopted in 1877, when a duty was placed on American soft coal entering Canada; this made it profitable for the Nova Scotia mine operators to compete with United States producers in the markets along the St. Lawrence river. With the advent of the steel industry, using the iron ore from the neighbouring country of Newfoundland, the consumption of coal was further increased.

Gold was discovered in Nova Scotia about the year 1860, and the auriferous area has been variously estimated to represent from 3,000 to 5,000 square miles. A purview of the mineral production of Nova Scotia for the years 1930-32 is afforded by Table 2.

TABLE 2.--Mineral Production of Nova Scotia, 1930-32.

Product	1930		1931		1932		1933	
	Quantity	Value	Quantity	Value	Quantity	Value	Quantity	Value
		\$		\$		\$		\$
Metallics -								
Gold	1,272	26,295	460	9,509	964	19,928	1,382	39,525
Silver	67	26	48	14	47	15	104	39
Manganese ore	4	60	60	2,400	-	-	-	-
Non-Metallics -								
Barytes	66	1,484	16	363	-	-	-	-
Coal	6,252,552	24,523,860	4,955,563	19,016,720	4,084,581	15,167,793	4,547,123	15,936,563
Diatomite	398	7,960	1,484	29,679	1,438	28,760	1,747	34,940
Grindstones	6	110	-	-	12	433	21	868
Gypsum	827,063	982,287	707,817	878,487	341,508	398,861	315,948	363,528
Quartz	8,057	18,494	3,116	6,836	-	-	1,017	1,447
Salt	23,058	136,226	27,718	143,761	31,897	150,708	34,278	161,889
Silica brick	2,040	78,259	621	22,044	-	-	453	15,834
Clay Products and Other								
Structural Materials -								
Clay products	-	495,333	-	467,126	-	172,557	-	125,500
Lime	31,114	113,250	18,430	79,418	6,533	35,534	3,914	30,160
Sand and gravel	525,683	310,407	403,858	198,757	423,487	136,677	230,858	93,459
Stone	152,463	320,316	83,181	225,632	34,661	87,307	31,492	71,660
Total	-	27,019,367	-	21,080,746	-	16,198,573	-	16,875,412

:: Includes \$10,957, exchange equalization in gold.

Coal.--Coal is the principal mineral product of the Maritime Provinces. The coal fields, though not as extensive as those of some of the western provinces, are more highly developed. The estimated coal resources of Nova Scotia are shown in Table 3.

TABLE 3.--Estimated Coal Resources of Nova Scotia with Comparative Totals for the other Canadian Provinces and the World.
(Thousands of Metric Tons)

	Actual Reserve	Probable Additional Reserve	Total
Nova Scotia			
Cumberland	682,000	250,000	932,000
Colchester	-	1,000	1,000
Pictou	390,440	450,000	840,440
Antigonish	-	20,000	20,000
Richmond	-	12,360	12,360
Inverness - Land	61,800	22,000	83,800
Marine	86,000	73,000	159,000
Cape Breton - Land	1,027,911	-	1,027,911
Marine (3 miles)	-	4,063,457	4,063,457
Marine (3 to 5 miles)	-	2,639,000	2,639,000
Less quantity mined	60,000	-	-
Total Nova Scotia	2,188,151	7,530,817	9,718,968
New Brunswick	-	151,000	151,000
Ontario	-	25,000	25,000
Manitoba	-	160,000	160,000
Saskatchewan	2,412,000	57,400,000	59,812,000
Alberta	386,392,800	686,254,600	1,072,647,400
British Columbia	23,831,242	52,203,700	76,034,942
Yukon	-	4,940,000	4,940,000
Northwest Territories	-	4,800,000	4,800,000
Arctic Islands	-	6,000,000	6,000,000
Total Canada	414,804,193^x	819,465,117	1,234,269,310^x
Total World	-	-	7,397,553,000

x In this total 20,000,000 tons have been deducted for the amount of coal extracted in Alberta to 1911.

Production of coal during 1933 was valued at \$15,936,563, or 94.4 per cent of the total mineral production of Nova Scotia. In 1929 this figure stood at \$23,071,956 or 90.8 per cent. The output of the Nova Scotia mines was distributed by districts as below. These figures are supplemented by Table 5.

TABLE 4.--Output of Nova Scotia Mines by Districts, 1927-33.

District	1927	1928	1929	1930	1931	1932	1933
Cape Breton ... short tons	5,402,531	5,070,017	5,380,652	4,594,446	3,449,472	2,831,753	3,444,118
Cumberland " "	663,407	730,891	795,714	802,266	694,097	634,516	593,201
Inverness " "	129,520	135,866	157,470	155,088	140,505	120,909	103,853
Pictou " "	876,418	806,730	722,297	700,752	671,489	497,403	405,951
Total	7,071,876	6,743,504	7,056,133	6,252,552	4,955,563	4,084,581	4,547,123

TABLE 5.--Principal Statistics of the Coal Mining Industry, Maritime Provinces and Canada, 1926-32.

		Nova Scotia	New Brunswick	Maritime Provinces	Canada
Number of mines	1926	43	11	54	457
	1927	40	14	54	437
	1928	40	15	55	427
	1929	36	11	47	413
	1930	36	15	51	430
	1931	38	18	56	452
	1932	38	20	58	493
Capital employed \$	1926	54,313,003	1,688,109	56,001,112	148,278,315
	1927	57,121,675	1,526,464	58,648,139	146,392,808
	1928	57,247,450	1,645,304	58,892,754	146,835,825
	1929	55,805,527	1,656,663	57,462,190	141,766,727
	1930	56,083,335	1,642,403	57,725,738	140,316,395
	1931	55,768,079	1,901,975	57,670,054	135,712,866
	1932	56,794,102	1,646,455	58,440,557	131,279,471

TABLE 5.--Principal Statistics of the Coal Mining Industry, Maritime Provinces and Canada, 1926-32 - Continued.

		Nova Scotia	New Brunswick	Maritime Provinces	Canada
Number of employees	1926	12,622	573	13,195	28,368
	1927	13,831	587	14,418	29,772
	1928	13,857	612	14,469	30,256
	1929	13,324	605	13,929	29,739
	1930	13,913	613	14,526	29,172
	1931	13,896	632	14,528	27,860
	1932	13,073	736	13,809	26,960
Salaries and wages	\$ 1926	15,045,419	494,579	15,539,998	35,841,796
	1927	16,700,127	621,011	17,321,138	38,955,967
	1928	19,940,690	602,247	20,542,937	43,320,811
	1929	19,846,914	593,781	20,440,695	42,376,378
	1930	18,132,401	570,606	18,703,007	36,442,361
	1931	14,419,083	504,576	14,923,659	28,802,428
	1932	10,775,371	560,758	11,336,129	25,042,769
Value of products	\$ 1926	26,845,226	710,245	27,555,471	59,875,094
	1927	27,194,671	885,038	28,079,709	61,867,463
	1928	27,427,556	869,104	28,296,660	63,757,833
	1929	28,071,956	909,169	28,981,125	63,065,170
	1930	24,528,860	864,118	25,392,978	52,849,748
	1931	19,016,720	743,196	19,759,916	41,207,682
	1932	15,167,793	794,168	15,961,961	37,117,695

Governmental assistance in the movement of Canadian coal into competitive markets, previously dominated to a large extent by foreign fuel has, in the past few years, materially increased the sale of domestic coal. Nova Scotia coal moved under government subvention was as follows: 1928, 114,008 net tons; 1929, 304,533 net tons; 1930, 372,056 net tons; 1931, 401,597 net tons; 1932, 703,691 net tons; 1933, 1,480,475 net tons. Similar figures for New Brunswick coal are, 1928-29, 347 net tons; 1930, 40 net tons; 1931, 239 net tons; 1932, 1,195 net tons; 1933, 1,163 net tons.

Iron and Steel.--Nova Scotia with its large iron and steel industry is not at present a producer of iron ore. Deposits of iron ore of various kinds are numerous throughout a large part of the province. However the large deposits of high-grade iron ore in Newfoundland owned and operated by the British Empire Steel Corporation, are much more readily accessible and of a higher and more constant grade than the deposits in Nova Scotia and for that reason the local deposits are not mined.

TABLE 6.--Principal Statistics of the Pig Iron and Ferro-Alloy Steel and Rolled Products Industry, Nova Scotia and Canada, 1927-32.

		Nova Scotia	Canada
Number of plants	1927	5	36
	1928	6	40
	1929	6	45
	1930	6	49
	1931	6	53
	1932	6	52
Capital employed	\$ 1927	25,107,583	96,295,734
	1928	29,978,715	114,292,363
	1929	28,626,944	109,446,529
	1930	21,508,717	112,079,926
	1931	18,430,500	104,512,104
	1932	17,132,669	96,323,629
Number of employees	1927	1,240	7,396
	1928	2,121	9,057
	1929	2,150	11,218
	1930	1,974	9,723
	1931	1,849	8,026
	1932	612	4,847
Salaries and wages	\$ 1927	1,707,614	11,809,198
	1928	3,263,144	15,470,836
	1929	3,352,388	18,534,681
	1930	2,572,564	14,934,325
	1931	1,880,158	11,072,054
	1932	687,511	6,131,057

TABLE 6.--Principal Statistics of the Pig Iron and Ferro-Alloy Steel and Rolled Products Industry,
Nova Scotia and Canada, 1927-32 - Continued.

			Nova Scotia	Canada
Cost of materials	\$	1927	4,328,896	18,993,940
		1928	7,067,650	27,164,463
		1929	7,789,915	32,514,596
		1930	5,702,836	22,765,648
		1931	3,427,289	15,291,414
		1932	1,259,925	6,289,483
Production	\$	1927	9,870,155	45,571,264
		1928	15,625,206	62,071,674
		1929	16,044,488	72,231,995
		1930	11,814,234	52,588,935
		1931	8,215,412	36,911,245
		1932	2,580,265	16,197,526
Value added by manufacturing	\$	1927	5,541,259	26,577,324
		1928	8,557,556	34,907,211
		1929	8,254,573	39,717,399
		1930	6,111,398	29,823,287
		1931	4,788,123	21,619,831
		1932	1,320,340	9,908,043

Gypsum.--Gypsum is also an important mineral product of the province. There are about 52 distinct areas in Nova Scotia containing gypsum; these cover approximately 625 square miles; anhydrite, an anhydrous calcium sulphate also occurs in extensive deposits. It is ground and used in the southern United States as a fertilizer for peanut crops; it is also used in England and Europe in the process of making ammonium sulphate for fertilizer purposes. Interest has lately centred in the use of anhydrite for the manufacture of commercial plasters.

At Iona, Cape Breton, Nova Scotia, gypsum is calcined and marketed by the Iona Gypsum Products Limited as: finished, hard, neat and dental plasters throughout the Maritime Provinces, Quebec and Ontario; quarries in Nova Scotia, located at Cheverie, Walton, Wentworth, Newport Station, Cheticamp and Baddeck Bay produce and export crude gypsum to the United States. Consignments of crude gypsum are made to Canadian plants from Cheticamp, Newport Station, and Mapou Harbour. Hard wall and selenite plasters are manufactured in Windsor, by the Windsor Plaster Company Limited, from Nova Scotia gypsum.

TABLE 7.--Principal Statistics of the Gypsum Industry, Nova Scotia and Canada, 1926-32.

			Nova Scotia	Canada
Number of establishments		1926	9	19
		1927	14	23
		1928	14	22
		1929	12	22
		1930	9	18
		1931	9	19
		1932	8	17
Capital employed	\$	1926	2,523,241	6,696,077
		1927	4,346,324	9,055,624
		1928	4,933,579	8,035,319
		1929	4,525,472	7,438,605
		1930	4,191,873	8,796,865
		1931	2,985,327	7,941,082
		1932	3,288,786	8,054,148
Number of employees		1926	777	1,368
		1927	968	1,427
		1928	719	1,159
		1929	484	987
		1930	406	822
		1931	319	676
		1932	213	478
Salaries and wages	\$	1926	619,570	1,255,427
		1927	766,326	1,311,688
		1928	638,121	1,171,814
		1929	433,049	1,054,213
		1930	360,165	781,639
		1931	277,868	656,590
		1932	156,603	368,400

TABLE 7.--Principal Statistics of the Gypsum Industry, Nova Scotia and Canada, 1926-32 - Continued.

		Nova Scotia	Canada
Value of products	\$		
	1926	1,187,918	2,770,813
	1927	1,512,015	3,251,015
	1928	1,850,243	3,743,648
	1929	1,152,160	3,345,696
	1930	982,287	2,818,788
	1931	878,487	2,111,517
	1932	398,861	1,080,379

Other Mine Products.--Gold is also found in this province. Fine gold contained in bullion shipped from gold mines in Nova Scotia to the Royal Mint, Ottawa, during 1931 totalled 460 ounces. Two properties were reported as producing and two were active on development. The Fiske Block, Malaga Barrens, Queens county, and the Renfrew mine in Hants county produced crude gold bullion. Diamond drilling of the King Fissure in Queens county was carried on by the United Goldfields of Nova Scotia, Ltd., and gold arsenical concentrates were produced at the Boston Richardson in Guysboro county. There were, in 1927, one hundred known localities in Nova Scotia where gold had been found in situ; of these 55 were classed as gold districts. The recorded gold production of Nova Scotia from 1862 to 1931 inclusive amounted to 924,208 fine ounces valued at \$19,105,157. Mining of this metal in the province dates back to the early sixties. Annual yields varying from 6,863 fine ounces to 30,348 fine ounces are recorded from 1862 to 1902. In 1904 production fell to 10,362 ounces and remained close to this quantity until 1910, since then there has been no appreciable increase in production. Gold production in 1932 was 964 ounces and in 1933, 1,382 ounces.

In the Nova Scotia deposits gold occurs usually in the free state and sometimes as rich concentrations of native metal in comparatively narrow quartz veins or multiple vein systems called belts. Values in some ore bodies are associated with arsenopyrite and antimony. The veins occur, in most instances, in anticlinal folds of slate or quartzite. Hydro-electric power is now available throughout a large part of the province.

Manganese ores and barytes are being mined, and there have been important recent developments in the discovery and exploitation of valuable beds of rock salt, while there is also a fairly steady production of grindstones, pulpstones and scythestones. Tripolite deposits have been worked from time to time. From the widely-distributed clays of the province there is an annual production of brick, tile and semi-refractory clay products. Marbles, granites and sandstones of excellent quality for building and ornamental purposes are to be found, as well as limestone for building, fluxing ore and lime-making.

New Brunswick.--Although there are many important economic minerals in the province of New Brunswick, development of these resources has not been as rapid here as in other provinces of the Dominion, probably because of the general concealment of the rocks by forests, which adds to the difficulty of locating mineralized areas suitable for commercial development. Actual mining has not progressed therefore to the extent that geological indications would warrant, and very little of the province has been prospected.

At present, activities are restricted mainly to the mining of bituminous coal, the quarrying of gypsum and stone, and the production of petroleum, natural gas and lime.

Coal is found at several places in the broad carboniferous belt, extending westward from the coast in Albert and Kent counties through Kings, Queens, Sunbury and York. There is a well-known deposit near Minto, Grand Lake district, at Beersville, on the coal branch of the Richibucto river, and at Dunsinane, thirty miles southwest of Moncton, but it has been worked economically only in the vicinity of Minto. Here, the seam runs from sixteen to thirty inches in thickness and is found at various depths down to 120 feet. The production of coal in 1929 amounted to 218,706 tons which was valued at \$909,169, in 1932 to 212,695 tons worth \$794,168, and in 1933 to 311,972 tons worth \$1,037,034.

Gypsum ranks next to coal and is found in localized deposits. It is quarried at Hillsborough and part of the production is there made into plaster by the Albert Manufacturing Company, who have a large and well-equipped plant. Owing to the excellent water transportation facilities, considerable quantities of crude gypsum are exported to mills in the United States. Production of gypsum in 1929 amounted to 70,482 tons valued at \$485,982, in 1932 to 38,019 tons valued at \$297,520, and in 1933 to 27,889 tons valued at \$52,100.

Natural gas and petroleum produced in New Brunswick come from the Stoney Creek district south of Moncton. Extensive deposits of bituminous or oil shales occur in Albert and Westmorland counties near Moncton, but as yet these have not been worked commercially.

Other materials such as wolframite (the ore of tungsten), copper in the form of chalcopyrite, iron ore in the form of silicious magnetite, antimony, manganese and tripolite have also been located.

The total mineral production of New Brunswick during 1929 was valued at \$2,439,072, in 1932 at \$2,223,505, and in 1933 at \$2,069,437. Details of the mineral production in New Brunswick are given in the accompanying table.

TABLE 8.--Mineral Production of New Brunswick, 1930-33.

Product		1930		1931		1932		1933	
		Quantity	Value	Quantity	Value	Quantity	Value	Quantity	Value
			\$		\$		\$		\$
Metallics -									
Manganese ore	tons	269	1,296	57	493	-	-	-	-
Non-Metallics -									
Coal	tons	209,349	864,118	182,181	743,196	212,695	794,168	311,972	1,037,034
Grindstones	tons	495	35,689	299	12,308	256	11,802	55	5,654
Gypsum	tons	82,674	513,677	58,957	451,264	38,019	297,520	27,889	52,100
Manganese, Bog ?	tons	275	1,650	77	462	-	-	-	-
Natural gas	M cu.ft.	661,975	325,751	655,891	323,184	662,452	326,191	618,033	302,706
Petroleum	brls.	6,758	17,378	6,577	15,461	6,408	14,332	8,835	18,111
Clay Products and Other									
Structural Materials -									
Clay products		-	162,536	-	143,348	-	68,151	-	46,917
Lime	tons	12,521	135,304	11,241	127,054	11,572	109,184	16,849	134,786
Sand and gravel	tons	357,551	41,303	183,475	18,149	569,150	447,239	498,081	329,322
Stone	tons	111,612	284,869	62,325	341,991	16,805	154,918	18,202	142,807
Total			2,383,571		2,176,910		2,223,505		2,069,437

TABLE 9.--Historical--Principal Mineral Products of the Maritime Provinces.

(Representative figures illustrating the trend of production of the more important minerals of the Maritime Provinces).

Nova Scotia				New Brunswick				Nova Scotia				New Brunswick			
Quantity		Value		Quantity		Value		Quantity		Value		Quantity		Value	
tons		\$		tons		\$		tons		\$		tons		\$	
Coal (a)								Coal (a)							
1785-1873 ..	8,053,670	12,583,860	-	-	-	-	-	1921	5,734,928	27,782,050	187,192	920,666			
1880	1,177,669	1,840,108	-	-	-	-	-	1922	5,569,072	24,629,921	287,513	1,107,643			
1885	1,547,990	2,418,735	-	-	-	-	-	1923	6,597,838	28,170,458	276,617	1,196,772			
1890	2,181,033	3,407,864	7,110	13,850				1924	5,557,441	22,280,554	217,121	932,185			
1895	2,225,145	3,476,790	9,500	14,250				1925	3,842,978	15,826,680	208,012	815,367			
1900	3,623,536	8,088,250	10,000	15,000				1926	6,747,477	26,845,226	173,111	710,245			
1905	5,646,583	10,083,184	29,400	58,800				1927	7,071,876	27,194,671	203,950	885,038			
1910	6,431,142	12,919,705	55,455	110,910				1928	6,743,504	27,427,556	207,738	869,104			
1915	7,463,370	16,659,308	127,391	309,612				1929	7,056,133	28,071,956	218,706	909,169			
1916	6,912,140	18,514,662	143,540	386,016				1930	6,252,552	24,528,860	209,349	864,118			
1917	6,327,091	19,410,737	189,095	708,010				1931	4,955,563	19,016,720	182,181	743,196			
1918	5,818,562	21,095,470	268,212	1,331,710				1932	4,084,581	15,167,793	212,695	794,168			
1919	5,790,196	22,350,157	166,377	735,386				1933	4,547,123	15,936,563	311,972	1,037,034			
1920	6,437,156	32,314,523	171,610	1,091,440											
<u>Gypsum</u>								<u>Gypsum</u>							
1874	(b) 67,830	68,164	-	-				1921	206,831	511,883	54,030	360,220			
1880	(b) 125,685	111,833	10,375	10,987				1922	332,404	580,148	82,462	517,668			
1885	(b) 81,887	77,898	(b) 15,140	27,730				1923	341,705	747,934	104,740	564,680			
1890	181,285	154,972	39,024	30,986				1924	441,752	915,845	86,738	476,804			
1895	156,809	133,929	66,949	63,839				1925	551,230	1,070,408	71,745	408,917			
1900	138,712	108,828	112,294	145,850				1926	678,107	1,187,918	59,546	468,411			
1905	272,252	298,248	163,553	232,586				1927	829,438	1,512,015	85,293	524,550			
1910	400,455	458,638	90,236	213,579				1928	1,013,257	1,850,243	75,033	501,252			
1915	298,864	339,857	74,501	184,929				1929	948,895	1,152,160	70,482	485,982			
1916	238,212	278,160	39,546	153,064				1930	827,063	982,287	82,674	513,677			
1917	215,472	301,261	38,556	191,631				1931	707,817	878,487	58,957	451,264			
1918	49,365	115,976	27,225	214,114				1932	341,508	398,861	38,019	297,520			
1919	163,852	250,174	42,409	315,656				1933	315,948	363,528	27,889	52,100			
1920	260,661	573,752	49,405	428,183											
<u>Iron Ore</u>								<u>Iron Ore</u>							
1876	15,274	-	-	-				1913	20,436	-	86,416	-			
1880	51,193	-	-	-				1915	-	-	3,683	-			
1885	48,129	-	-	-				1916	-	-	-	-			
1890	49,206	-	-	-				1917	-	-	-	-			
1895	83,792	-	-	-				1918	130	-	-	-			
1900	18,940	-	-	-				1919	-	-	-	-			
1905	84,952	-	-	-				1920-1932 ..	no pro- duction	-	-	no pro- duction			
1910	18,134	-	5,336	-											

(a) For the years 1879 and 1923 the tonnage shown is the total output from all mines; for previous years the figures include only sales, colliery consumption and coal used by operators.

(b) Export figures, production figures not being available.

TABLE 9.--Historical--Principal Mineral Products of the Maritime Provinces - Continued.

Nova Scotia					New Brunswick						
Quantity		Value	Quantity		Value	Quantity		Value	Quantity		Value
Clay Products	Tons	\$	Tons	\$	Clay Products	Tons	\$	Tons	\$		
1910	-	204,782	-	56,475	1924	-	(a)359,288	-	74,994		
1915	-	221,881	-	35,780	1925	-	(a)425,710	-	69,473		
1916	-	238,470	-	42,881	1926	-	362,667	-	75,851		
1917	-	331,542	-	51,304	1927	-	416,417	-	87,185		
1918	-	303,515	-	39,055	1928	-	496,577	-	72,192		
1919	-	432,900	-	52,941	1929	-	653,157	-	160,006		
1920	-	541,114	-	73,484	1930	-	495,333	-	162,536		
1921	-	361,761	-	66,600	1931	-	467,126	-	143,348		
1922	-	(a)431,618	-	75,425	1932	-	172,557	-	68,151		
1923	-	413,974	-	62,587	1933	-	125,500	-	46,917		

Lime					Lime						
Bushels			Bushels			Bushels			Bushels		
1906	50,000	13,600	405,450	94,290	1924	2,229	936	208,180	108,890		
1910	(b) 55,750	13,490	470,050	105,593	1925	8,257	3,464	202,106	92,216		
1915	915,086	183,017	369,117	93,797	1926	453,797	59,777	477,226	196,477		
1916	(b)911,534	182,506	424,113	104,635	1927	873,200	100,254	343,111	148,321		
1917	(b)986,106	197,344	532,251	171,248	1928	1,032,971	175,876	321,743	130,784		
1918	748,314	149,663	482,548	221,935		Tons		Tons			
1919	366,543	73,309	468,533	223,193	1929	42,001	154,187	15,518	174,553		
1920	201,500	40,300	701,859	365,030	1930	31,114	113,250	12,521	135,304		
1921	25,914	6,085	562,447	203,084	1931	18,430	79,418	11,241	127,054		
1922	-	-	560,834	187,895	1932	6,533	35,534	11,572	109,184		
1923	42,370	7,199	329,548	143,814	1933	3,914	30,160	16,849	134,786		

Stone					Stone						
Tons			Tons			Tons			Tons		
1910	-	227,635	-	58,988	1924	67,535	111,824	19,229	114,111		
1915	-	367,924	-	153,512	1925	102,125	134,686	25,391	124,743		
1916	-	459,298	-	112,257	1926	92,315	150,792	19,108	99,545		
1917	-	569,521	-	111,150	1927	72,451	120,807	29,908	121,091		
1918	-	478,721	-	99,044	1928	121,168	213,775	46,332	142,981		
1919	-	413,194	-	125,294	1929	264,706	376,222	27,352	204,970		
1920	-	420,175	-	280,167	1930	152,463	320,316	111,612	284,869		
1921	58,923	116,602	15,125	97,290	1931	83,181	225,632	62,325	341,991		
1922	87,955	119,492	12,027	104,730	1932	34,661	87,307	16,805	154,918		
1923	138,682	177,090	22,448	166,083	1933	31,492	71,660	18,202	142,807		

Gold					Gold						
Fine Ozs.			Fine Ozs.			Fine Ozs.			Fine Ozs.		
1862	6,863	141,871	-	-	1920	690	14,263	-	-		
1870	18,740	387,392	-	-	1921	439	9,075	-	-		
1875	10,576	218,629	-	-	1922	1,042	21,540	-	-		
1880	12,472	257,823	-	-	1923	655	13,540	-	-		
1885	20,945	432,971	-	-	1924	1,047	21,643	-	-		
1890	22,978	474,990	-	-	1925	1,626	33,612	-	-		
1895	21,919	453,119	-	-	1926	1,678	34,687	-	-		
1900	28,955	598,553	-	-	1927	3,151	65,137	-	-		
1905	13,707	283,353	-	-	1928	1,290	26,667	-	-		
1910	7,928	163,891	-	-	1929	2,687	55,545	-	-		
1915	6,636	137,180	-	-	1930	1,272	26,295	-	-		
1916	4,562	94,305	-	-	1931	460	9,509	-	-		
1917	2,210	45,685	-	-	1932	964	19,928	-	-		
1918	1,176	24,310	-	-	1933	1,382	x 39,525	-	-		
1919	850	17,571	-	-							

Petroleum (Crude)					Petroleum (Crude)						
Barrels			Barrels			Barrels			Barrels		
1910	-	-	1,485	1,826	1924	-	-	5,561	21,313		
1915	-	-	1,020	1,423	1925	-	-	5,376	18,756		
1916	-	-	1,345	2,663	1926	-	-	10,544	29,940		
1917	-	-	2,341	5,460	1927	-	-	18,244	41,748		
1918	-	-	3,009	7,402	1928	-	-	8,043	21,391		
1919	-	-	4,225	13,141	1929	-	-	7,499	19,909		
1920	-	-	5,148	19,963	1930	-	-	6,758	17,378		
1921	-	-	7,479	33,022	1931	-	-	6,577	15,461		
1922	-	-	7,778	32,732	1932	-	-	4,887	10,898		
1923	-	-	8,826	35,642	1933	-	-	8,835	18,111		

(a) Includes a small production of clay products from Prince Edward Island.

(b) Includes a small production from Prince Edward Island.

x Includes \$10,957 exchange equalization in gold produced.

TABLE 9.--Historical--Principal Mineral Products of the Maritime Provinces - Continued.

Nova Scotia		New Brunswick		Nova Scotia		New Brunswick	
Quantity	Value	Quantity	Value	Quantity	Value	Quantity	Value
		M.Cu.Ft.	\$	Natural Gas		M.Cu.Ft.	\$
1912	-	173,903	36,549	1924	-	599,972	113,577
1915	-	430,692	60,383	1925	-	639,235	122,394
1916	-	610,118	79,628	1926	-	648,316	128,300
1917	-	796,775	103,735	1927	-	630,755	124,637
1918	-	792,396	107,842	1928	-	660,981	324,344
1919	-	682,890	120,510	1929	-	678,456	333,002
1920	-	682,502	130,506	1930	-	661,975	325,751
1921	-	708,743	139,375	1931	-	655,891	323,184
1922	-	753,898	148,040	1932	-	370,565	182,300
1923	-	640,300	126,068	1933	-	618,033	302,706

TABLE 10.--Values of Mineral Production of Maritime Provinces with totals for all Canada, 1900, 1905, 1910, 1915, 1920-32.

Nova Scotia		New Brunswick		Maritime Provinces		Canada		Nova Scotia		New Brunswick		Maritime Provinces		Canada	
\$		\$		\$		\$		\$		\$		\$		\$	
1900 ...	9,298,479	439,060		9,737,539		64,420,877		1925 ...	17,625,612	1,743,858		19,369,470		226,583,333	
1905 ...	11,507,047	559,035		12,066,082		69,078,999		1926 ...	28,873,792	1,811,104		30,684,896		240,437,123	
1910 ...	14,195,730	581,942		14,777,672		106,823,623		1927 ...	30,111,221	2,148,535		32,259,756		247,356,695	
1915 ...	18,088,342	903,467		18,991,809		137,109,171		1928 ...	30,524,392	2,198,919		32,723,311		274,989,487	
1920 ...	34,130,017	2,491,787		36,621,804		227,859,665		1929 ...	30,904,453	2,439,072		33,343,525		310,850,246	
1921 ...	28,912,111	1,901,505		30,813,616		171,923,342		1930 ...	27,019,367	2,383,571		29,402,938		279,873,578	
1922 ...	25,923,499	2,263,692		28,187,191		184,297,242		1931 ...	21,080,746	2,176,910		23,257,656		228,029,018	
1923 ...	29,648,893	2,462,457		32,111,350		214,079,331		1932 ...	16,198,573	2,223,505		18,422,078		182,681,915	
1924 ...	23,820,352	1,969,260		25,789,612		209,583,406		1933 ...	16,875,412	2,069,437		18,944,849		220,502,096	

Part 6.--Water Powers--Central Power Stations

The water powers of the Maritime Provinces are capable of developing a minimum of 91,600 horse power, and by the creation of storage basins can develop six or seven times that amount. In Nova Scotia for example, where the minimum continuous water power is estimated at 20,800 horse power, there are already installed, through the establishment of storage basins, water wheels and turbines with a total capacity of 112,167 horse power and the total for Nova Scotia and New Brunswick which is commercially possible is estimated at between 200,000 and 300,000 horse power respectively.

In Prince Edward Island the individual falls are of small capacity and many were developed before the days of electricity, to drive saw mills, grist mills, etc.; of a total of 2,439 horse power developed in all industries, only 464 horse power is developed in central electric stations. In Nova Scotia 81,616 horse power, or 73 per cent, is developed in central electric stations out of a total of 112,167 horse power, and in New Brunswick central electric station development is 105,485 horse power, or 79 per cent of the total of 133,681 horse power.

The total installation of water wheels in central electric stations in the three Maritime Provinces is 187,565 horse power; the next largest installation is in pulp and paper mills where 32,156 horse power is developed; the remaining 28,566 horse power is developed in various other industries.

Water power has not been developed in the Maritimes since 1890 as rapidly as in the rest of Canada, where improvements in long distance transmission gave a great impetus to development. In Prince Edward Island many small falls were already being used for local industries; in Nova Scotia and New Brunswick cheap domestic coal for use in both central electric stations and in the power houses of other industries had a deterring effect on the investment of capital in hydro electric plants; whereas in Quebec and Ontario the coal supply was distant, and abundant waterpower awaited only the means of transmission. Conditions somewhat similar to those of Ontario and Quebec existed also in Manitoba and British Columbia, and to a less extent in Alberta. The rate of development of water power is therefore not as significant in the Maritimes as in the other provinces.

For the same reasons the growth of central electric stations in the Maritimes is not as good a barometer of business development as in Quebec and Ontario. There were no electric light and power stations recorded in the Census of 1881. The Censuses of 1891, 1901 and 1911 recorded capital invested but not the production in kilowatt hours. It is only, therefore, with the institution of the Industrial Census in 1917 that complete records become available. The figures of total hydraulic installations and of capital investment in central electric stations are brought together in the accompanying tables (Table 1 and Table 2). Much of the increase shown in late years was due to the activities of the provincial power commissions of Nova Scotia and New Brunswick. The general status of the central electric station industry is outlined in Table 3.

TABLE 1.--Hydraulic Installation of Maritime Provinces (horse power).

Year	New Brunswick	Prince Edward Island	Nova Scotia	Maritime Provinces	Canada
1890	2,405	1,283	12,308	15,996	70,796
1891	2,475	1,283	12,383	16,151	71,219
1892	2,500	1,312	12,383	16,195	72,353
1893	2,540	1,312	12,503	16,355	78,268
1894	2,540	1,312	13,849	17,701	84,623
1895	2,550	1,312	13,964	17,826	86,754
1896	2,550	1,325	13,999	17,874	93,837
1897	2,576	1,325	14,087	17,988	98,912
1898	2,596	1,361	14,093	18,050	127,511
1899	2,671	1,441	17,166	21,278	141,192
1900	4,601	1,521	19,810	25,932	173,323
1901	4,601	1,581	20,132	26,314	238,902
1902	4,636	1,641	21,944	28,221	272,577
1903	7,427	1,641	23,518	32,586	298,459
1904	8,459	1,641	26,228	36,328	355,249
1905	8,594	1,663	26,563	36,820	454,209
1906	10,134	1,701	26,952	38,787	608,002
1907	10,172	1,701	27,977	39,850	727,646
1908	10,407	1,701	28,419	40,527	820,580
1909	10,507	1,734	29,381	41,622	890,487
1910	11,197	1,760	31,476	44,433	977,171
1911	13,635	1,760	32,226	47,621	1,363,134
1912	15,185	1,785	32,773	49,743	1,481,466
1913	15,185	1,825	32,964	49,974	1,688,930
1914	15,380	1,843	33,469	50,692	1,951,244
1915	15,405	1,942	33,596	50,943	2,105,492
1916	15,480	1,962	33,656	51,098	2,222,169
1917	16,251	1,989	34,051	52,291	2,287,385
1918	16,311	2,198	34,318	52,827	2,378,657
1919	19,126	2,233	35,193	56,552	2,470,050
1920	21,976	2,233	37,623	61,832	2,515,559
1921	30,976	2,252	48,908	82,136	2,754,157
1922	42,051	2,274	49,142	93,467	3,008,345
1923	43,101	2,274	50,331	95,706	3,191,852
1924	44,521	2,274	65,572	112,367	3,590,596
1925	42,271	2,274	65,636	110,181	4,338,262
1926	47,131	2,274	66,147	115,552	4,549,383
1927	47,131	2,274	68,416	117,821	4,798,917
1928	67,131	2,439	74,356	143,926	5,349,232
1929	112,631	2,439	109,124	224,194	5,727,162
1930	133,681	2,439	114,224	250,344	6,125,012
1931	133,681	2,439	111,999	248,119	6,666,337
1932	133,681	2,439	112,167	248,287	7,045,260
1933	133,681	2,439	112,167	248,287	7,332,070

TABLE 2.--Total Capital Invested in Central Electric Stations.

Year	Prince Edward Island	Nova Scotia	New Brunswick	Maritime Provinces	Canada
	\$	\$	\$	\$	\$
1871	31,200	503,110	346,005	880,315	4,113,771
1901	-	175,400	615,455	790,855	11,891,025
1911	114,000	3,846,457	2,561,084	6,521,541	110,838,746
1917	211,900	3,376,405	3,443,848	7,032,153	356,004,168
1918	403,761	3,977,311	3,564,542	7,945,614	401,942,402
1919	354,725	4,934,369	3,979,956	9,269,050	416,512,010
1920	406,033	5,870,668	4,455,293	10,731,994	448,273,642
1921	502,488	5,451,899	4,524,647	10,479,034	484,669,451
1922	487,755	8,304,858	4,986,933	13,779,546	568,068,752
1923	506,089	7,885,763	8,591,312	16,983,164	581,780,611
1924	509,207	9,000,729	9,650,794	19,160,730	628,565,093
1925	525,488	11,913,291	10,007,553	22,446,332	726,721,087
1926	648,572	12,382,884	10,326,920	23,358,376	756,220,066
1927	772,041	13,727,065	10,420,005	24,919,111	866,825,285
1928	700,185	14,130,973	22,181,342	37,012,500	956,919,603
1929	821,340	16,094,608	26,215,709	43,131,657	1,055,731,532
1930	802,711	25,805,233	27,278,902	53,886,846	1,138,200,016
1931	1,095,885	28,328,512	30,588,422	60,012,819	1,229,988,951
1932	1,059,558	29,944,161	29,458,115	60,461,834	1,335,886,987

TABLE 3.--Central Electric Stations, 1932.

	Prince Edward Island	Nova Scotia	New Brunswick	Total
Capital invested	\$ 1,059,558	29,944,161	29,458,115	60,461,834
Gross revenue	\$ 275,149	5,292,749	4,098,349	9,666,247
Number of employees	47	725	457	1,229
Salaries and wages	\$ 55,465	887,689	519,070	1,462,224
Installation - (main and auxiliary plant) -				
Hydraulic	h.p. 464	81,616	105,485	187,565
Steam engines	h.p. 75	4,063	5,015	9,153
Steam turbines	h.p. 4,173	69,038	25,300	98,511
Internal combustion engines	h.p. 920	1,184	1,170	3,274
Total	h.p. 5,632	155,901	136,970	298,503
Output	(1,000 k.w. hrs.) 4,662	279,854	427,604	712,120
Number of customers	5,168	57,135	42,392	104,695
Domestic service	3,978	46,421	35,543	85,942
Commercial light	1,033	8,791	5,629	15,453
Power	147	1,839	1,183	3,169
Street lighting	10	84	37	131

Part 7.--Manufactures.

Manufacturing stands second to agriculture in the Maritime Provinces in the net value of production. The Census of Industry of these provinces for 1932, conducted by the Bureau of Statistics, included 2,519 establishments, representing a total capital investment of \$246,961,070, employing 26,276 persons who received as salaries and wages a total of \$22,548,783. The gross value of products amounted to \$101,390,415. The cost of materials entering into manufactures was \$45,646,118, leaving the net value of manufacturing production in the three Maritime Provinces of Canada at \$55,744,297.

The general trend of manufacturing in the Maritime Provinces since Confederation is illustrated by Table 1 which is based on the decennial censuses of 1871 to 1911 and on the Industrial Censuses of 1920 and succeeding years.

TABLE 1.--Historical Summary of Statistics of Manufactures, Maritime Provinces and Canada for Typical Years, 1870-1932.

	Prince Edward Island	Nova Scotia	New Brunswick	Maritime Provinces	Canada
<u>1 8 7 0</u>					
Establishments	No. -	4,912	3,479	8,391	41,259
Capital invested	\$ -	6,041,966	5,976,176	12,018,142	77,964,026
Employees	No. -	15,595	18,352	33,947	187,942
Salaries and wages	\$ -	3,176,266	3,869,360	7,045,626	40,851,009
Cost of materials	\$ -	5,806,257	9,431,760	15,238,017	124,907,846
Gross value of products	\$ -	12,338,105	17,367,687	29,705,792	221,617,773
<u>1 8 8 0</u>					
Establishments	No. 1,617	5,493	3,005	10,115	49,722
Capital invested	\$ 2,086,776	10,183,060	8,425,282	20,695,118	165,302,623
Employees	No. 5,767	20,390	19,922	46,079	254,935
Salaries and wages	\$ 807,208	4,098,445	3,866,011	8,771,664	59,429,002
Cost of materials	\$ 1,829,210	10,022,030	11,060,842	22,912,082	179,918,593
Gross value of products	\$ 3,400,208	18,575,326	18,512,658	40,488,192	309,676,068
<u>1 8 9 0</u>					
Establishments	No. 2,679	10,495	5,429	18,603	75,964
Capital invested	\$ 2,911,963	19,730,736	15,821,855	38,464,554	353,213,009
Employees	No. 7,910	34,944	26,675	69,529	369,595
Salaries and wages	\$ 1,101,620	7,233,111	5,970,914	14,305,645	100,415,350
Cost of materials	\$ 2,092,067	16,062,479	12,501,453	30,655,999	250,759,292
Gross value of products	\$ 4,345,910	30,968,392	23,849,655	59,163,957	469,847,886

TABLE 1.--Historical Summary of Statistics of Manufactures, Maritime Provinces
and Canada for Typical Years, 1870-1932 - Continued.

		Prince Edward Island	Nova Scotia	New Brunswick	Maritime Provinces	Canada
<u>1 9 0 0</u>						
Establishments	No.	334	1,188	919	2,441	14,650
Capital invested	\$	2,081,766	34,586,416	20,741,170	57,409,352	446,916,487
Employees	No.	3,804	23,284	22,158	49,246	339,173
Salaries and wages	\$	445,998	5,613,571	5,748,990	11,808,559	113,249,350
Cost of materials	\$	1,319,058	13,161,077	10,814,014	25,294,149	266,527,858
Gross value of products	\$	2,326,708	23,592,513	20,972,470	46,891,691	481,053,375
<u>1 9 1 0</u>						
Establishments	No.	442	1,480	1,158	3,080	19,218
Capital invested	\$	2,013,365	79,596,341	36,125,012	117,734,718	1,247,583,609
Employees	No.	3,762	28,795	24,755	57,312	515,203
Salaries and wages	\$	531,017	10,628,955	8,314,212	19,474,184	241,008,416
Cost of materials	\$	1,816,804	26,058,315	18,516,096	46,391,215	601,509,018
Gross value of products	\$	3,136,470	52,706,184	35,422,302	91,264,956	1,165,975,639
<u>1 9 2 0</u>						
Establishments	No.	384	1,388	928	2,700	23,351
Capital invested	\$	2,734,719	141,549,856	105,671,688	249,956,263	3,371,940,653
Employees	No.	1,327	23,834	19,241	44,402	609,586
Salaries and wages	\$	888,121	26,127,781	19,505,048	46,520,950	732,120,585
Cost of materials	\$	4,164,223	85,724,785	60,812,641	150,701,649	2,085,271,649
Gross value of products	\$	6,385,969	148,999,493	107,723,273	263,108,735	3,772,250,057
<u>1 9 2 2^x</u>						
Establishments	No.	352	1,163	897	2,412	22,541
Capital invested	\$	2,946,329	106,647,616	82,230,895	191,824,840	244,302,410
Employees	No.	1,127	14,286	14,351	29,764	474,430
Salaries and wages	\$	628,540	12,192,652	12,201,014	25,022,206	510,431,312
Cost of materials	\$	2,621,443	38,003,168	38,059,376	78,683,987	1,283,774,723
Gross value of products	\$	4,409,012	67,988,962	64,880,657	137,278,631	2,482,209,130
<u>1 9 2 4</u>						
Establishments	No.	313	1,166	846	2,325	22,178
Capital invested	\$	2,637,844	108,535,273	88,357,818	199,530,935	3,538,813,460
Employees	No.	2,271	16,093	15,805	34,169	508,503
Salaries and wages	\$	548,496	11,553,900	12,812,718	24,915,114	559,884,045
Cost of materials	\$	2,281,398	38,930,734	40,503,685	81,715,817	1,438,409,681
Gross value of products	\$	3,720,874	64,573,092	67,456,026	135,749,992	2,695,053,582
<u>1 9 2 5[†]</u>						
Establishments	No.	318	1,184	861	2,363	22,331
Capital invested	\$	2,576,677	117,326,491	91,509,933	211,413,101	3,808,309,981
Employees	No.	2,317	16,568	17,275	36,160	544,225
Salaries and wages	\$	572,130	12,082,693	14,430,252	27,085,075	596,015,171
Cost of materials	\$	2,805,665	37,854,196	44,886,292	85,546,153	1,587,665,408
Gross value of products	\$	4,290,149	65,033,701	73,374,660	142,698,510	2,948,545,315
<u>1 9 2 6</u>						
Establishments	No.	299	1,163	910	2,372	22,708
Capital invested	\$	2,850,010	118,050,902	95,661,154	216,562,066	3,981,569,590
Employees	No.	2,261	16,782	17,674	36,717	581,539
Salaries and wages	\$	690,403	13,014,707	14,609,734	28,314,844	653,850,933
Cost of materials	\$	2,637,960	39,137,265	44,535,406	85,850,186	1,728,624,192
Gross value of products	\$	4,069,335	73,505,642	74,122,239	151,697,216	3,221,269,231
<u>1 9 2 7</u>						
Establishments	No.	291	1,190	872	2,353	22,936
Capital invested	\$	3,081,504	128,155,040	99,087,327	230,323,871	4,337,631,558
Employees	No.	2,232	17,864	18,970	39,066	618,933
Salaries and wages	\$	687,849	13,610,944	14,999,101	29,297,894	693,932,228
Cost of materials	\$	2,855,438	42,059,320	42,780,582	87,695,340	1,758,789,344
Gross value of products	\$	4,493,628	74,458,297	72,666,665	151,618,590	3,394,713,270

x The statistics for 1922 and later years are exclusive of certain hand-trades and repair and custom establishments included in the earlier years.

† Statistics of the non-ferrous metal smelting industries were included for the first time in 1925.

TABLE 1.--Historical Summary of Statistics of Manufactures, Maritime Provinces and Canada for Typical Years, 1870-1932 - Continued.

		Prince Edward Island	Nova Scotia	New Brunswick	Maritime Provinces	Canada
<u>1928</u>						
Establishments	No.	277	1,167	794	2,238	23,379
Capital invested	\$	3,121,568	138,809,331	114,660,886	256,591,785	4,780,296,049
Employees	No.	2,035	19,222	17,963	39,220	658,023
Salaries and wages	\$	712,945	15,838,394	14,682,510	31,233,849	755,199,372
Cost of materials	\$	2,747,292	44,168,441	39,750,561	86,666,294	1,919,438,703
Gross value of products	\$	4,445,160	84,948,608	67,413,742	156,807,510	3,738,484,728
<u>1929</u>						
Establishments	No.	276	1,195	860	2,331	23,597
Capital invested	\$	3,489,934	135,662,325	117,965,970	257,118,229	5,083,014,754
Employees	No.	2,133	20,966	18,517	41,616	694,434
Salaries and wages	\$	781,448	17,925,190	15,712,322	34,418,960	813,049,842
Cost of materials	\$	2,864,831	51,506,523	40,453,535	94,824,889	2,032,020,975
Gross value of products	\$	4,638,725	94,292,816	71,433,966	170,365,507	4,029,371,340
<u>1930</u>						
Establishments	No.	267	1,302	924	2,493	24,020
Capital invested	\$	3,441,958	133,671,163	140,611,530	277,724,651	5,203,316,760
Employees	No.	2,055	21,069	18,422	41,546	644,439
Salaries and wages	\$	788,106	17,537,690	14,988,441	33,314,237	736,092,766
Cost of materials	\$	2,546,827	44,506,178	33,897,264	80,950,269	1,666,983,902
Gross value of products	\$	4,254,966	85,802,921	63,468,262	153,526,149	3,428,970,628
<u>1931</u>						
Establishments	No.	290	1,449	872	2,611	24,501
Capital invested	\$	4,019,288	129,824,727	128,859,472	262,703,487	4,961,312,408
Employees	No.	1,170 1/	16,175 1/	13,107 1/	30,452 1/	557,426 1/
Salaries and wages	\$	809,122	14,881,673	12,706,897	28,397,692	624,545,561
Cost of materials	\$	2,349,367	33,288,250	25,631,856	61,269,473	1,223,880,011
Gross value of products	\$	4,136,576	70,679,503	55,209,818	130,025,897	2,698,461,862
<u>1932</u>						
Establishments	No.	274	1,404	841	2,519	24,544
Capital invested	\$	3,867,195	125,639,707	117,454,168	246,961,070	4,741,255,610
Employees	No.	1,147	13,142	11,987	26,276	495,398
Salaries and wages	\$	725,237	11,199,861	10,623,685	22,548,783	505,883,323
Cost of materials	\$	1,949,038	22,920,430	20,776,650	45,646,118	955,968,683
Gross value of products	\$	3,566,968	50,351,054	47,472,393	101,390,415	2,126,194,555

It will be noted from Table 1 that manufacturing activities in the Maritime Provinces as in all Canada reached their high point in 1929 since which year they have shown successive declines. The output of manufactured products in the Maritime Provinces in 1932 was valued at \$101,390,415 a decline of approximately 40 per cent from the 1929 level. For all Canada the gross value of manufactured products in 1932 was \$2,126,194,555 a decline of 47 per cent from 1929. The industries, however, were not as severely affected as these figures would indicate. Drastic declines in the value of raw materials with consequent declines in the value of finished products accounted for a great part of the decrease. The value of raw materials in 1932 was \$45,646,118 as compared with \$94,824,889 in 1929. The number of employees in 1932 was 26,276 as compared with 30,452 in 1931 and 41,616 in 1929.1/ For further details see Table 1.

1/ The large decrease in the number of employees in 1931 and 1932 is not, however, entirely due to the decline in manufacturing production, but is, in part, due to the change in method of computing the average annual employment of wage-earners. Between 1925 and 1930 the average was obtained by summing the averages of individual plants, based on the number of months in actual operation and not by dividing by 12 the sum of the monthly employment figures. For example, if a plant operated only during three months of the year with an employment of 100 persons the first month, 125 the second month and 75 the third month, its average annual employment was taken as 100 (300÷3) the same as that of another plant which operated the whole year with an average employment of 100 persons per month. In 1931, however, a change was made to the old method, whereby the aggregate of the monthly figures is divided by 12. This method gives the man year that each plant operates. The change in method, therefore, affects the average annual employment as well as the average wages paid in seasonal industries, such as fruit and vegetable canning, fish canning, sawmills, etc. Provinces where seasonal industries predominate, therefore, show a proportionately greater decrease in the number of employees in 1931 as compared with the decrease in the salaries and wages paid, while industries that operate throughout the entire year are not affected by this change.

In Table 2, statistics are given of the leading industries in each of the Maritime Provinces during the calendar year 1931, the industries being ranked in descending order according to the value of their product. The percentage of the total value of production in each province represented by these industries was approximately as follows: Prince Edward Island 76 per cent, Nova Scotia 58 per cent, New Brunswick 56 per cent. It will be noted that none of the industries of Prince Edward Island reach a product of over a million dollars, whilst all the industries in the other provinces are above that figure.

TABLE 2.--The Leading Industries of the Maritime Provinces, 1931.

Industries	Estab- lish- ments No.	Capital Invested \$	Employees No.	Salaries and Wages \$	Cost of Materials \$	Gross Value of Products \$
<u>Prince Edward Island</u>						
Fish curing and packing	97	183,015	292	92,982	626,366	867,571
Butter and cheese	36	256,120	110	75,841	504,818	678,757
Slaughtering and meat packing	4	119,659	51	43,370	334,547	375,650
Central electric stations	12	1,095,885	54	59,019	-	270,445
Flour and feed mills	18	102,910	19	9,533	163,029	215,968
Printing and publishing	4	281,695	104	96,030	28,318	208,518
Castings and forgings	3	373,869	82	65,225	81,303	198,080
Planing mills, sash and door factories	4	215,892	41	40,828	123,511	181,180
Bread and other bakery products	9	108,531	41	32,767	84,144	168,086
Total all industries	290	4,019,288	1,170	809,122	2,349,367	4,136,576
<u>Nova Scotia</u>						
Primary iron and steel	6	18,430,500	1,849	1,880,158	3,427,289	8,215,412
Fish curing and packing	207	3,419,681	1,699	1,042,461	3,878,869	5,901,891
Pulp and paper	6	12,796,553	610	893,057	1,892,275	4,777,752
Central electric stations	79	28,328,512	786	1,002,111	-	3,954,158
Railway rolling stock	3	6,303,482	408	498,943	2,696,572	3,889,486
Butter and cheese	30	1,266,472	314	342,294	1,776,886	2,714,244
Biscuits, confectionery, etc.	10	4,816,529	914	922,080	931,672	2,651,868
Sawmills	635	2,557,552	1,640	566,980	1,222,618	2,460,753
Printing and publishing	32	2,283,645	687	892,003	363,679	2,054,950
Hosiery and knitted goods	3	2,093,249	607	461,800	842,961	1,656,385
Bread and other bakery products	73	965,702	408	347,208	732,962	1,626,623
Shipbuilding and repairs	11	3,447,758	528	618,273	365,731	1,437,777
Total all industries	1,449	129,824,727	16,175	14,881,673	33,288,250	70,679,503
<u>New Brunswick</u>						
Pulp and paper	6	49,837,064	2,055	2,353,023	4,969,095	13,409,525
Sawmills	246	10,252,845	1,785	960,518	2,203,158	3,534,442
Central electric stations	40	30,588,422	432	534,167	-	2,931,097
Fish curing and packing	165	2,209,364	704	305,086	1,587,181	2,351,659
Coffee, tea and spices	5	1,476,217	132	158,847	1,725,382	2,229,186
Biscuits, confectionery, etc.	9	1,862,515	476	393,105	735,479	1,947,515
Butter and cheese	34	1,034,659	183	188,749	989,032	1,538,955
Bread and other bakery products	67	860,895	358	368,093	739,181	1,492,790
Printing and publishing	21	1,196,660	493	595,258	206,527	1,257,433
Total all industries	872	128,859,472	13,107	12,706,897	25,631,856	55,209,818

Statistics of the manufacturing industries in the twenty leading cities and towns of the Maritime Provinces in the year 1931 are shown in Table 3 herewith.

TABLE 3.--Principal Statistics of the Twenty Leading Cities and Towns of the Maritime Provinces, 1931.

Cities and Towns		Estab- lish- ments No.	Capital Invested \$	Employees No.	Salaries and Wages \$	Cost of Materials \$	Gross Value of Products \$
Halifax,	N.S.	113	21,701,141	3,624	4,048,880	4,908,869	14,107,640
Dartmouth,	N.S.	14	13,677,921	780	1,066,252	8,139,117	12,627,690
Saint John,	N.B.	130	19,716,885	2,689	3,104,124	9,473,612	12,270,076
Sydney,	N.S.	36	24,138,439	2,093	1,988,869	3,595,157	9,464,661
Moncton,	N.B.	51	7,839,412	2,314	2,677,596	2,804,880	6,723,864
Trenton,	N.S.	4	9,032,560	784	990,252	3,654,464	5,703,298
Liverpool,	N.S.	9	17,596,064	585	834,431	1,723,528	4,884,944
Edmundston,	N.B.	11	16,383,961	521	470,121	1,672,051	3,594,178
Truro,	N.S.	27	3,344,489	936	756,824	1,491,034	2,948,409
St. Stephen,	N.B.	19	2,357,423	560	528,251	1,094,183	2,579,821
Amherst,	N.S.	25	6,032,063	640	626,329	926,384	2,239,597
New Glasgow,	N.S.	29	2,926,134	603	650,193	579,000	1,858,461
Charlottetown,	P.E.I.	36	2,157,910	434	441,834	872,542	1,765,850
Fredericton,	N.B.	29	2,511,552	449	448,985	596,866	1,411,142
Windsor,	N.S.	14	4,015,712	307	255,860	617,169	1,314,026
Yarmouth,	N.S.	31	2,727,033	458	321,824	440,587	1,293,333
Milltown,	N.B.	3	2,238,272	466	398,361	741,455	1,252,298
Grand Falls,	N.B.	11	15,225,922	117	105,630	97,904	1,119,017
Bathurst,	N.B.	16	9,027,321	369	407,749	560,279	1,059,870
Sussex,	N.B.	11	637,135	121	136,583	350,239	758,095
Total, Twenty Leading Cities and Towns, etc.		619	183,287,349	18,850	20,258,948	44,339,320	88,976,270
Total for the Maritime Provinces		2,611	262,703,487	30,452	28,397,692	61,269,473	130,025,897

In Table 4 an enumeration is made of the principal industries in each of the Maritime Provinces in order of importance from decade to decade.

TABLE 4.--Industries having a Production of over \$100,000 Value, in Order of Importance.

Prince Edward Island -

- 1851 - Lumbering; Fish Canning and Curing.
- 1861 - Lumbering; Fish Canning and Curing; Flour Milling.
- 1871 - Lumbering; Fish Canning and Curing; Flour Milling; Ship and Boat Building.
- 1881 - Fish Canning and Curing; Lumbering; Flour Milling; Ship and Boat Building.
- 1891 - Flour Milling; Meat Packing; Lumbering; Fish Canning and Curing; Carriages.
- 1901 - Dairying; Fish Canning and Curing; Foundry Castings and Forgings; Planing Mills.
- 1911 - Fish Canning and Curing; Dairying; Flour Milling; Lumbering; Planing Mills.
- 1921 - Meat Packing; Dairying; Fish Canning and Curing; Flour Milling; Planing Mills; Foundry Castings and Forgings.
- 1931 - Fish Curing and Packing; Butter and Cheese; Slaughtering and Meat Packing; Central Electric Stations; Flour and Feed Mills; Printing and Publishing; Castings and Forgings; Planing Mills and Sash and Door Factories; Bread and Other Bakery Products; Sawmills; Tobacco, Cigars and Cigarettes; Railway Rolling Stock.

Nova Scotia -

- 1851 - Lumbering; Fish Canning and Curing; Ship Building; Flour Milling.
- 1861 - Lumbering; Fish Canning and Curing; Ship Building; Flour Milling.
- 1871 - Lumbering; Fish Canning and Curing; Ship and Boat Building; Flour Milling.
- 1881 - Lumbering; Fish Canning and Curing; Ship and Boat Building; Sugar Refining; Flour Milling; Leather Tanning.
- 1891 - Lumbering; Sugar Refining; Fish Canning and Curing; Ship and Boat Building; Foundry Castings and Forgings; Boots and Shoes; Flour Milling; Smelting; Leather Tanning; Furniture; Carriages.
- 1901 - Smelting; Iron and Steel Products; Fish Canning and Curing; Lumbering; Sugar Refining; Clothing; Boots and Shoes; Biscuits and Confectionery; Cottons; Foundry Castings and Forgings; Planing Mills.
- 1911 - Iron and Steel Products; Sugar Refining; Lumbering; Fish Canning and Curing; Foundry Castings and Forgings; Planing Mills; Biscuits and Confectionery; Boots and Shoes; Cottons; Cordage; Flour Milling.
- 1921 - Iron and Steel Products; Petroleum Refining; Sugar Refining; Fish Canning and Curing; Lumbering; Railway Rolling Stock; Biscuits and Confectionery; Foundry Castings and Forgings; Electric Power Plants; Dairying; Knitting Mills; Fertilizer; Planing Mills; Wood Pulp; Boilers and Engines; Cooperage.
- 1931 - Primary Iron and Steel; Fish Curing and Packing; Sugar; Pulp and Paper; Central Electric Stations; Railway Rolling Stock; Butter and Cheese; Biscuits, Confectionery, etc.; Sawmills; Coke and Gas Products; Printing and Publishing; Hosiery and Knitted Goods; Bread and Other Bakery Products; Breweries; Ship Building and Repairs; Castings and Forgings; Wire and Wire Goods; Dyeing, Cleaning and Laundry Work; Planing Mills and Sash and Door Factories; Cotton Yarn and Cloth; Boilers, Tanks and Engines; Paints; Clay Products from Domestic Clay; Flour and Feed Mills; Aerated and Mineral Waters; Printing and Bookbinding; Stone, Monumental and Ornamental; Clothing, Men's; Condensed Milk; Boxes, Wooden; Lithographing; Cooperage; Coal Tar

TABLE 4.--Industries having a Production of over \$100,000 Value, in Order of Importance - Continued.

Nova Scotia - Continued

1931 - Continued.

Distillation; Gases, Compressed; Coffee, Tea and Spices; Wood Preservation; Cordage; Fruit and Vegetable Preparations; Boxes and Bags, Paper; Hats and Caps; Coffins and Caskets; Woodenware; Slaughtering and Meat Packing; Salt; Mattresses and Springs; Lasts, Trees and Shoe Findings; Furnishing Goods, Men's; Boats and Canoes.

New Brunswick -

1851 - Lumbering; Fish Canning and Curing; Flour Milling.

1861 - Lumbering; Fish Canning and Curing; Ship and Boat Building.

1871 - Lumbering; Fish Canning and Curing; Leather Tanneries; Flour Milling.

1881 - Lumbering; Fish Canning and Curing; Sugar Refining; Leather Tanning; Flour Milling.

1891 - Lumbering; Cottons; Foundry Castings and Forgings; Flour Milling; Sugar Refining; Fish Canning and Curing; Boots and Shoes.

1901 - Lumbering; Cottons; Fish Canning and Curing; Leather Tanning; Wood Pulp; Biscuits and Confectionery; Foundry Castings and Forgings; Iron and Steel Products.

1911 - Lumbering, Cottons, Foundry Castings and Forgings; Fish Canning and Curing; Flour Milling; Biscuits and Confectionery; Wood Pulp; Iron and Steel Products.

1921 - Sugar Refining; Lumbering; Cottons; Wood Pulp; Biscuits and Confectionery; Fish Canning and Curing; Boots and Shoes; Electric Power; Wire Goods; Foundry Castings and Forgings; Flour Milling; Planing Mills; Meat Packing.

1931 - Pulp and Paper; Sugar; Sawmills; Central Electric Stations; Railway Rolling Stock; Fish Curing and Packing; Coffee, Tea and Spices; Cotton Yarn and Cloth; Biscuits, Confectionery, etc.; Butter and Cheese; Bread and Other Bakery Products; Printing and Publishing; Slaughtering and Meat Packing; Castings and Forgings; Flour and Feed Mills; Planing Mills; Soaps and Washing Compounds; Fertilizers; Boots and Shoes, Leather; Brooms, Brushes and Mops; Brass and Copper Products; Dyeing, Cleaning and Laundry Work; Wire and Wire Goods; Breweries; Aerated and Mineral Waters; Hosiery; Printing and Bookbinding; Furnishing Goods, Men's; Roofing Paper; Furniture; Woollen Cloth; Flooring, Hardwood; Wood Preservation; Boxes, Wooden; Clothing, Factory, Women's; Coke and Gas Products; Lime; Fruit and Vegetable Preparations; Boxes and Bags, Paper.

APPENDIX TO CHAPTER III.

LABOUR ORGANIZATION IN THE MARITIME PROVINCES--TRADE DISPUTES.

No special or extended treatment is possible here of labour in its organized capacity in the Maritime Provinces, though the subject forms one of the most interesting chapters in the annals of Canadian trade unionism. In the Provincial Workmen's Association, Nova Scotia saw the rise of a purely indigenous organization, racy of the soil, which won its way to a position of marked influence by a prolonged and bitter struggle with the Knights of Labour, the dominant international type of labour organization in Canada, only to be displaced by another exponent of the latter principle, the United Mine Workers of America. Though not without great local significance, the history of these events is best treated as an incident of the general record of trade unionism in Canada. The student may be referred to "Canada and Its Provinces," Volume I, Section II ("The Labour Movement in Canada"), for the leading facts in their general setting. Assembled herewith (Table 1), are the main statistics of labour organizations in the Maritime Provinces, in so far as they are available, i.e. since 1911--also the leading statistics of trade disputes since 1901 (Table 2). Brief comments on these tables follow:-

Recent Progress in Labour Organizations.--According to returns furnished annually to the Department of Labour by local trade unions, organized labour attained its greatest numerical strength in the Maritime Provinces during 1919, whereas 1920 was the "peak" year in other parts of the Dominion. Nova Scotia unions reported 20,067 members and New Brunswick 12,133 members in 1919, from which there were declines of 10 per cent and 12 per cent respectively, in 1920, while in Canada as a whole there was an increase of 8 per cent in the membership reported by the locals furnishing data.

Between 1919 and 1925 there were declines of approximately 42 per cent and 49 per cent in the reported membership of the labour organizations in Nova Scotia and New Brunswick, respectively, as compared with an 18 per cent drop in Canada. During the next few years gains occurred but since 1930 membership has again declined. About 1924 a number of coal miners gave up their membership in the United Mine Workers of America, some joining the One Big Union, and later a number joined the Mine Workers' Union of Canada, an organization with membership chiefly in Alberta but which had one local at Westville, Nova Scotia. In 1932 a new provincial union was organized, the Amalgamated Mine Workers of Nova Scotia, to which a large number of the members of the United Mine Workers of America seceded as well as many of the members of the Mine Workers' Union of Canada, the only local of this organization in Nova Scotia, therefore, ceasing to exist. Membership in the Amalgamated Mine Workers of Nova Scotia was reported as 7,801 in 1932 and 5,363 in 1933.

Year	Reported Membership of Trade Unions in Nova Scotia and New Brunswick	Membership of District 26, U.M.W. (Nova Scotia and New Brunswick)	Per Cent of Unemployment Reported by Unions of Mine Workers in Nova Scotia and New Brunswick (average for year)
1919	32,200	13,365	1.2
1920	28,677	12,200	0.6
1921	17,550	13,000	9.8
1922	18,133	13,000	7.6
1923	19,688	13,500	2.7
1924	20,989	12,000	5.4
1925	17,850	11,000	5.4
1926	20,264	12,500	9.0
1927	19,367	12,800	2.8
1928	21,986	13,000	3.6
1929	24,336	13,500	3.0
1930	26,011	13,000	3.3
1931	24,700	13,500	5.5
1932	20,559	6,000	5.0
1933	23,203	7,000	5.4

Trade Disputes.--The Department of Labour has maintained a record of industrial disputes since 1901. For Nova Scotia, this shows that no less than 3,568,100 working days have been lost through strikes in the last thirty-three years, an average of 108,124 working days per year. During the same period the aggregate number of days lost in industrial disputes in Canada was 23,642,530 of which Nova Scotia, with 4.94 per cent of the Dominion's population in 1931, reported 15.1 per cent. The effect of so heavy a time loss in a province whose population varied between 459,574 in 1901 and 512,846 in 1931 is evidently far reaching. A large proportion of the recorded unrest was, of course, in the coal mining industry which in 1931 ranked second in the number of male workers employed in Nova Scotia, yielding place only to agricultural employees.

New Brunswick reported a time loss of 265,206 working days, or 1.1 per cent of the total for Canada, while in Prince Edward Island 0.02 per cent of the total loss took place. The Maritime Provinces together have reported 10.6 per cent of the total days lost in industrial disputes throughout the Dominion.

For a description of the more recent phases of the prolonged unrest in the coal fields and in the iron and steel industry of Nova Scotia, which reached an intensity almost unparalleled previously in Canada, see the reports of two Provincial Royal Commissions on the Coal Mining Industry in Nova Scotia, 1925 and 1932, the first reprinted as a supplement to the Labour Gazette for January, 1926, while the second was reprinted in the issue for March, 1932.

TABLE 1.--Local Trade Unions in the Maritime Provinces, 1911-1932.

Year	Nova Scotia				New Brunswick				Prince Edward Island			
	Number of Unions		Membership		Number of Unions		Membership		Number of Unions		Membership	
	In Province	Reporting Membership	Reported in Province	Per Cent to Total Reported for Canada	In Province	Reporting Membership	Reported in Province	Per Cent to Total Reported for Canada	In Province	Reporting Membership	Reported in Province	Per Cent to Total Reported for Canada
1911 ...	142	69	7,331	7.1	74	44	3,849	3.7	10	5	533	0.5
1912 ...	136	51	6,065	5.0	83	52	5,447	4.5	9	8	670	0.6
1913 ...	118	63	4,394	3.4	91	54	4,619	3.6	10	7	584	0.5
1914 ...	125	49	5,434	5.6	93	40	3,365	3.4	11	8	543	0.6
1915 ...	107	52	4,428	4.9	87	55	4,509	5.0	10	6	472	0.5
1916 ...	100	61	5,947	5.1	80	50	6,976	6.0	8	7	568	0.5
1917 ...	116	56	8,630	6.1	82	43	3,859	2.7	7	6	650	0.5
1918 ...	128	92	18,058	8.7	90	70	7,944	3.8	7	5	276	0.1
1919 ...	157	114	20,067	8.4	124	85	12,133	5.1	8	7	683	0.3
1920 ...	167	110	18,037	6.9	142	86	10,640	4.1	10	8	455	0.2
1921 ...	151	79	10,476	5.4	127	67	7,074	3.6	10	5	261	0.1
1922 ...	147	82	12,716	7.1	114	60	5,417	3.0	9	5	328	0.2
1923 ...	134	93	12,954	6.7	114	74	6,734	3.5	10	5	326	0.2
1924 ...	126	94	14,258	7.0	106	76	6,731	3.3	11	8	412	0.2
1925 ...	131	90	11,608	5.9	105	73	6,242	3.2	11	10	534	0.3
1926 ...	131	86	13,788	7.3	108	83	6,476	3.4	10	8	602	0.3
1927 ...	127	89	13,211	6.2	108	78	6,156	2.9	12	9	259	0.1
1928 ...	127	90	14,689	6.6	111	91	7,297	3.3	10	10	631	0.3
1929 ...	141	107	16,601	7.1	119	93	7,735	3.3	11	9	554	0.2
1930 ...	138	108	17,930	7.0	120	102	8,081	3.1	11	8	573	0.2
1931 ...	137	109	17,737	7.7	124	93	6,963	3.0	12	7	373	0.2
1932 ...	157	107	14,788	7.9	121	88	5,771	3.1	12	8	476	0.25

TABLE 2.--Trade Disputes in the Maritime Provinces, 1901-1933.

Year	Nova Scotia				New Brunswick				Prince Edward Island			
	Number of Disputes	Number of Employees Involved	Time Loss		Number of Disputes	Number of Employees Involved	Time Loss		Number of Disputes	Number of Employees Involved	Time Loss	
			In Working Days	Per Cent of Total for Canada			In Working Days	Per Cent of Total for Canada			In Working Days	Per Cent of Total for Canada
1901 ...	5	2,324	22,580	3.1	3	124	1,189	0.2	-	-	-	-
1902 ...	8	1,669	14,062	6.9	7	382	14,993	7.4	2	47	819	0.4
1903 ...	6	2,625	22,500	2.6	10	910	10,430	1.2	-	-	-	-
1904 ...	7	2,012	66,070	34.2	1	11	650	0.3	-	-	-	-
1905 ...	9	3,063	31,810	12.9	6	1,101	4,905	2.0	-	-	-	-
1906 ...	10	2,447	15,660	4.1	9	383	3,344	0.9	-	-	-	-
1907 ...	13	5,439	52,450	10.1	12	1,339	10,476	2.0	-	-	-	-
1908 ...	3	377	5,350	0.8	8	1,451	29,910	4.3	-	-	-	-
1909 ...	9	6,148	534,260	60.7	2	65	1,640	0.2	-	-	-	-
1910 ...	5	2,903	478,416	65.4	1	150	1,000	0.1	-	-	-	-
1911 ...	2	1,310	152,090	8.4	4	173	8,039	0.4	-	-	-	-
1912 ...	7	243	3,199	0.3	9	897	8,309	0.7	-	-	-	-
1913 ...	6	2,684	16,321	1.6	11	1,161	22,307	2.1	-	-	-	-
1914 ...	3	196	7,454	1.5	2	230	3,050	0.6	-	-	-	-
1915 ...	7	3,945	19,983	21.0	3	135	675	0.7	-	-	-	-
1916 ...	3	1,274	19,368	8.2	2	300	3,500	1.5	-	-	-	-
1917 ...	7	1,415	12,005	1.1	3	97	2,368	0.2	2	270	1,010	0.1
1918 ...	15	23,626	68,246	10.5	9	3,324	15,883	2.3	-	-	-	-
1919 ...	11	3,756	89,950	2.7	17	4,056	28,185	0.8	-	-	-	-
1920 ...	25	5,133	97,990	12.3	12	1,448	30,439	3.8	-	-	-	-
1921 ...	13	1,041	66,037	6.3	13	1,629	47,832	4.6	1	9	144	-
1922 ...	7	15,825	313,252	20.5	3	88	976	0.1	1	50	1,850	0.1
1923 ...	15	6,965	78,329	11.7	2	287	2,147	0.3	-	-	-	-
1924 ...	9	12,778	306,204	23.6	1	57	1,000	0.1	-	-	-	-
1925 ...	4	11,574	910,125	76.3	-	-	-	-	-	-	-	-
1926 ...	11	7,379	19,849	7.5	5	805	9,335	3.5	1	75	112	-
1927 ...	16	15,896	45,912	30.1	1	25	625	0.4	1	100	300	0.2
1928 ...	11	3,866	11,830	5.3	-	-	-	-	-	-	-	-
1929 ...	11	2,969	6,554	4.3	-	-	-	-	-	-	-	-
1930 ...	18	7,050	40,112	43.7	4	186	1,311	1.4	-	-	-	-
1931 ...	5	1,198	4,682	2.3	2	44	192	0.1	-	-	-	-
1932 ...	11	4,814	17,930	7.0	-	-	-	-	-	-	-	-
1933 ...	9	1,696	17,520	5.5	3	103	496	0.2	-	-	-	-
Total ..	301	165,640	3,568,100	15.1	165	20,961	265,206	1.1	8	551	4,235	0.2

CHAPTER IV.---TRADE AND TRANSPORTATION.

1.---MARITIME TRADE PRIOR TO CONFEDERATION.

Prior to Confederation the Maritime Provinces were largely self-contained. Though the crises of 1848 and 1854 were felt, especially in New Brunswick, those of 1837 and 1857 were without serious effect. From a condition of stagnation, noted by Lord Durham, the colonies emerged into one of considerable industrial and trade activity during the fifties, assisted to some extent by the Crimean War, and more especially by the Reciprocity Treaty with the United States and the American Civil War. This continued without material abatement over most of the sixties, though the 1871 Census does not show as great a relative advance during the preceding decade as does that of 1861. Agriculture, the fisheries, lumbering and coal mining were the basic sources of wealth. Most of the exports of the Maritimes went to the United States and the West Indies, whilst Great Britain supplied them with the hardware, clothing and general manufactures, which (with sugar, rum, tobacco, etc., from the West Indies and the United States), made up the bulk of their imports. With the Canadas, trade was restricted to a small export of fish and coal, but there were considerable imports of flour in bond through the United States. The average pre-Confederation tariff in Nova Scotia was 10 per cent, in Prince Edward Island 11 per cent, and in New Brunswick somewhat under 15 per cent.

A summary of the foreign trade of Nova Scotia, New Brunswick and Prince Edward Island prior to Confederation, back to 1850, compiled from the Blue Books of these Colonies, is presented in the accompanying table (Table 1).⁴

It will be noted from the table that a persistent excess of imports over exports prevailed in this period in all three colonies. Altogether this excess during the 18 years from 1850 to 1867 inclusive amounted to \$101,973,881. It should be pointed out, however, in considering this figure, that the export returns do not include wooden ships, one of the most considerable industries of the Maritime Provinces in these years, the sale of which was chiefly in Great Britain, though the imports include certain rigging and sails which went into the manufacture of these vessels. In 1866 alone, New Brunswick launched 118 new ships, Nova Scotia 300, and Prince Edward Island 127, with an aggregate tonnage of 132,382, valued at \$5,401,060. Doubtless the prosperity of the shipbuilding trade at this time was partly due to the decline of the American merchant marine as a consequence of the Civil War. The imports and exports of Ontario and Quebec during these years similarly showed an excess of imports over exports, the excess for the 18 years amounting to \$134,153,727.

Trade conditions in the Maritimes changed abruptly in 1866 with the abrogation of the Reciprocity Treaty with the United States, which closed their most important market. Some index of the severity of the blow may be seen in the figures for 1867 compared with those of 1865 and 1866 in Table 1. The coal, lumber and fish trades were especially affected. Confederation, which followed in 1867, with the building of the Intercolonial and the establishment of a considerably larger trade with the Canadas, undoubtedly was of assistance in mitigating the abrogation of reciprocity, though the interaction of the two forces with the adoption of the general Canadian tariff is difficult, if not impossible, of measurement. The local trade of certain strategic distributing centres, including Halifax, was at the same time disturbed.

The student desirous of obtaining within convenient space a purview of Maritime trade, by countries and leading commodities, at a typical pre-Confederation date, may consult the report on intercolonial reciprocity made by Hon. W. P. Howland, Canadian Minister of Finance in 1862. Several trade tables are included, together with the tariffs of the colonies (see Sessional Papers, Province of Canada, 1863).

⁴ These figures are given with reservation, owing to the imperfect manner in which trade records were maintained in the early colonies; they are considerably at variance in places with the corresponding import and export records of the United States and Great Britain, with whom the bulk of the trade was transacted.

TABLE 1.--Statement of Total Imports and Exports of Nova Scotia, New Brunswick and Prince Edward Island, showing Balances of Trade, 1850-1867.

Year	Nova Scotia			New Brunswick		
	Imports into	Exports from	Excess Imports over Exports	Imports into	Exports from	Excess Imports over Exports
	\$	\$	\$	\$	\$	\$
1850	3,600,000	1,550,000	2,050,000	4,077,655	3,290,090	787,565
1851	3,741,933	1,599,245	2,142,688	4,901,500	3,860,120	1,041,380
1852	7,085,431	3,033,590	4,051,841	5,553,005	3,981,675	1,571,330
1853	5,970,878	4,853,903	1,116,975	8,580,540	5,362,495	3,218,045
1854	8,955,410	6,238,340	2,717,070	10,343,865	5,521,075	4,822,790
1855	9,413,515	7,832,855	1,580,660	7,156,650	4,131,905	3,024,745
1856	9,349,160	6,864,790	2,484,370	7,605,890	5,366,755	2,239,135
1857	9,680,880	6,967,830	2,713,050	7,094,715	4,588,875	2,505,840
1858	8,075,590	6,321,490	1,754,100	5,813,855	4,053,895	1,759,960
1859	8,100,955	6,889,130	1,211,825	7,080,170	5,367,110	1,713,060
1860	8,511,549	6,619,534	1,892,015	7,233,700	4,581,860	2,651,840
1861	7,613,227	5,774,334	1,838,893	5,943,039	4,546,039	1,397,000
1862	8,445,042	5,646,961	2,798,081	6,199,701	3,856,538	2,343,163
1863	10,201,391	6,546,488	3,654,903	7,658,462	4,940,781	2,717,681
1864	12,604,642	7,172,816	5,431,826	8,945,352	5,053,879	3,891,473
1865	14,381,662	8,830,693	5,550,969	7,086,595	5,534,726	1,551,869
1866	14,381,008	8,043,095	6,337,913	10,000,794	6,373,705	3,627,089
1867	(b)9,345,490	(b)5,474,328	3,871,162	(a)3,820,167	(a)2,407,889	1,412,278

Year	Prince Edward Island			Maritime Provinces		
	Imports into	Exports from	Excess Imports over Exports	Imports into	Exports from	Excess Imports over Exports
	\$	\$	\$	\$	\$	\$
1850	630,480	325,992	304,488	8,308,135	5,166,082	3,142,053
1851	669,410	343,022	326,388	9,312,843	5,802,387	3,510,456
1852	859,855	531,285	328,570	13,498,291	7,546,550	5,951,741
1853	1,053,390	636,735	416,655	15,604,808	10,853,133	4,751,675
1854	1,369,645	756,067	613,578	20,668,920	12,515,482	8,153,438
1855	1,342,030	735,573	606,457	17,912,195	12,700,333	5,211,862
1856	1,426,260	671,881	754,379	18,381,310	12,903,426	5,477,884
1857	1,293,640	672,325	621,315	18,069,235	12,229,030	5,840,205
1858	931,145	765,355	165,790	14,820,590	11,140,740	3,679,850
1859	1,173,490	893,400	280,090	16,354,615	13,149,640	3,204,975
1860	1,150,270	1,007,171	143,099	16,895,519	12,208,565	4,686,954
1861	1,049,678	815,571	234,107	14,605,944	11,135,944	3,470,000
1862	1,056,205	752,745	303,460	15,700,948	10,256,244	5,444,704
1863	1,467,156	1,047,362	419,794	19,327,009	12,534,631	6,792,378
1864	1,689,638	1,013,340	676,298	23,239,632	13,240,035	9,999,597
1865	1,905,075	1,457,727	447,348	23,373,332	15,823,146	7,550,186
1866	2,162,435	1,915,541	246,894	26,544,237	16,332,341	10,211,896
1867	1,472,168	1,861,581	(c)	14,637,825	9,743,798	4,894,027

(a) Six months ended June 30.

(b) Nine months ended June 30.

(c) Excess Exports over Imports \$389,413.

2.--TRADE THROUGH MARITIME PORTS SINCE CONFEDERATION.

A record of imports and exports by provinces in continuation of the above, subsequent to Confederation is not available. Trade between the Maritime Provinces themselves and between the Maritimes and Ontario and Quebec ceased to be recorded after 1867. The statistics obtained by adding together the port returns within each province (which are frequently used as a measure of "provincial" trade), include in the case of exports certain goods originating in Canada outside the province, and in the case of imports certain goods not destined for consumption within the province. It is difficult, therefore, if not impossible, to compare the trade of the Maritimes before Confederation and afterwards. In Table 2, however, the totals of port entries are brought together at five-year intervals for their general significance, though, as just said, this significance pertains rather to transportation and the volume of port business than to provincial trade. In addition, from the same point of view, a table showing total imports and exports year by year since 1890 through Halifax, St. John, Quebec, Montreal and Vancouver, is given (Table 3), for special comparative purposes.

Immediately following Confederation, trade with Ontario and Quebec increased, it is estimated, by 100 per cent, and in the next three years made still further gains, though these were only a fraction of the loss of United States trade, which is estimated to have declined by nearly one-half. It was not in fact for several years that the trade of the Maritimes with Ontario and Quebec became considerable. During the later seventies depression prevailed, special factors in which were the disappearance of the wooden shipbuilding industry, the failure of the carrying enterprises which many of the shipbuilding concerns had undertaken with insufficient experience, unsettled trade conditions in the West Indies, and the prevailing low prices for lumber. It may be noted that trade with Prince Edward Island, which did not enter

Confederation until 1873, likewise declined following the abrogation of reciprocity. The post-Confederation declines in the other provinces were particularly noticeable in exports. Considerable declines in imports through Maritime ports were also noted following the tariff legislation of 1878, though coal exports increased.

TABLE 2.--Trade through Maritime Ports since Confederation.

Year	Prince Edward Island	Nova Scotia	New Brunswick	Total Maritime Provinces	Total Canada
	\$	\$	\$	\$	\$
<u>Imports</u>					
1870	1,928,662	8,008,031	6,532,827	16,469,520	73,166,265
1875	1,983,419	10,672,981	9,853,652	22,510,052	119,618,657
1880	799,287	6,138,938	3,996,698	10,934,923	71,782,349
1885	778,444	8,192,381	6,124,264	15,095,089	102,710,019
1890	585,859	9,304,148	6,620,394	16,510,401	112,765,584
1895	530,713	8,991,559	4,528,564	14,050,836	105,252,511
1900	506,374	10,369,943	6,580,895	17,457,212	180,804,316
1905	590,371	12,385,520	8,100,033	21,075,924	261,925,554
1910	655,202	14,121,615	10,743,781	25,520,598	375,833,016
1915	930,467	16,257,305	12,736,708	29,924,480	587,439,304
1920	1,014,875	33,057,422	33,869,948	67,942,245	1,064,528,123
1925	930,719	22,068,108	25,702,617	48,701,444	796,932,537
1926	1,061,274	22,767,022	26,906,574	49,334,870	927,328,732
1927	1,180,953	23,479,462	28,279,707	52,940,122	1,030,892,505
1928	1,734,583	27,746,453	25,277,984	54,759,020	1,108,956,466
1929	1,808,713	32,821,746	24,764,939	59,395,398	1,265,679,091
1930	1,604,792	37,429,661	26,239,284	65,273,737	1,248,273,582
1931	1,709,296	28,952,236	24,377,083	55,038,615	906,612,695
1932	1,188,706	18,885,648	15,106,068	35,180,422	578,503,904
1933	619,533	11,776,386	10,207,091	22,603,010	406,383,744
<u>Exports</u>					
1870	2,154,203	5,803,417	5,303,206	13,260,826	75,727,693
1875	1,308,461	6,979,130	6,543,056	14,830,647	77,886,979
1880	1,736,533	7,543,684	5,863,955	15,144,172	87,911,458
1885	1,494,469	8,894,085	6,489,293	16,877,847	89,238,361
1890	887,755	9,468,409	6,977,855	17,334,019	96,749,149
1895	1,039,493	11,723,534	6,368,657	19,131,684	113,638,803
1900	1,349,529	12,608,973	14,165,506	28,124,008	191,894,723
1905	654,512	15,289,772	17,930,703	33,874,987	203,316,872
1910	441,836	19,557,188	32,110,811	52,109,835	301,358,529
1915	542,087	29,712,618	54,322,490	84,577,195	490,808,877
1920	326,442	78,029,938	141,874,056	220,230,436	1,286,658,709
1925	579,156	43,940,356	78,251,919	122,771,431	1,081,361,643
1926	1,228,328	50,496,594	99,054,259	150,779,181	1,328,700,137
1927	1,349,067	53,226,985	100,973,185	155,549,237	1,267,573,142
1928	1,265,888	52,333,249	71,521,545	125,120,682	1,250,598,034
1929	956,112	57,679,784	72,851,601	131,487,497	1,388,896,075
1930	2,521,560	62,579,160	61,206,430	126,307,150	1,144,938,070
1931	1,815,717	52,107,869	52,349,592	106,273,178	817,028,048
1932	1,145,551	41,414,498	39,482,875	82,042,924	587,565,517
1933	549,122	37,135,994	33,901,136	71,586,252	480,713,797

NOTE:- Observe the decline of the proportion of our exports going out through the Maritimes from 17 per cent in 1910, 1915 and 1920 to 11 per cent in 1930. In 1933, however, 14.9 per cent of our exports went through the Maritimes.

TABLE 3.--Total Value of Imports and Exports via Principal Canadian Sea and River Ports, Fiscal Years, 1905-1933.

Fiscal Year	Via Halifax N.S.	Via Montreal Que.	Via Quebec Que.	Via St. John N.B.	Via Vancouver B.C.
	\$	\$	\$	\$	\$
<u>Imports</u>					
1905	7,728,027	76,332,640	8,860,273	5,560,764	6,106,952
1906	8,867,759	80,821,740	9,136,774	6,352,339	8,193,647
1907 (9 months)	6,298,692	72,098,846	7,818,059	5,611,180	6,654,828
1908	8,811,494	95,326,862	12,845,550	7,354,202	13,056,069
1909	8,608,396	79,329,078	8,603,370	6,305,629	11,723,640
1910	8,743,255	94,573,491	10,012,035	7,349,763	17,265,068
1911	9,890,801	111,424,805	11,270,860	7,732,244	25,250,463
1912	11,512,546	135,019,357	11,775,466	8,522,548	32,505,431
1913	12,196,236	145,629,791	14,719,547	9,845,221	43,475,412
1914	11,546,554	141,728,705	14,599,652	9,373,675	37,628,156
1915	10,709,544	102,198,355	11,801,600	8,847,049	25,055,487

TABLE 3.--Total Value of Imports and Exports via Principal Canadian Sea and River Ports,
Fiscal Years, 1905-1933 - Continued.

Fiscal Year	Via Halifax N.S. \$	Via Montreal Que. \$	Via Quebec Que. \$	Via St. John N.B. \$	Via Vancouver B.C. \$
<u>Imports - Continued</u>					
1916	9,873,309	129,139,817	11,945,964	11,057,022	19,956,534
1917	13,885,665	222,118,617	16,898,120	14,956,948	27,189,375
1918	13,118,337	197,403,279	15,572,070	16,783,567	40,762,996
1919	15,071,155	186,311,914	19,360,371	15,701,479	46,736,318
1920	20,532,135	246,898,636	19,951,075	26,990,916	49,256,913
1921	24,749,731	286,597,463	26,663,862	32,857,033	64,731,912
1922	13,476,769	167,812,273	16,629,548	21,369,385	48,235,845
1923	16,956,623	173,938,311	14,332,753	20,687,800	46,965,214
1924	17,051,617	191,867,086	16,240,993	20,622,689	53,808,630
1925	15,106,817	171,116,753	14,403,267	19,245,490	53,350,269
1926	14,437,382	192,662,398	16,318,355	20,151,989	59,843,051
1927	16,303,493	212,901,307	15,509,185	21,338,672	69,390,839
1928	19,908,515	227,916,633	19,940,309	17,357,214	74,002,310
1929	22,480,801	245,524,953	17,567,179	15,691,713	77,582,326
1930	25,940,282	255,769,232	17,031,590	16,586,341	79,447,707
1931	20,219,909	201,171,761	13,321,727	15,547,028	63,300,048
1932	13,941,117	138,475,073	9,078,956	10,456,741	40,995,984
1933	9,074,680	105,277,223	6,187,136	7,333,418	30,680,607
<u>Exports</u>					
1905	8,444,149	59,411,278	3,717,471	13,548,041	5,331,402
1906	10,192,631	81,589,542	4,163,567	18,532,039	7,283,155
1907 (9 months)	6,983,555	70,510,144	4,518,354	13,342,838	3,542,955
1908	9,769,143	89,782,587	4,768,403	20,304,281	6,734,726
1909	10,015,509	77,199,743	4,838,596	20,668,517	5,848,378
1910	11,595,755	77,501,549	5,751,375	24,988,519	7,769,129
1911	12,514,420	74,330,938	7,103,300	21,659,514	7,320,425
1912	15,857,184	74,944,869	6,641,512	21,895,963	8,143,697
1913	15,173,250	85,080,238	8,592,177	25,594,721	11,077,421
1914	19,157,170	99,238,107	9,603,192	21,359,760	17,058,893
1915	17,247,719	119,349,025	7,310,185	43,872,932	15,172,233
1916	26,843,487	191,170,656	3,991,861	120,042,590	15,848,281
1917	34,175,832	384,313,755	15,212,135	190,586,561	22,575,907
1918	71,428,208	524,365,343	13,331,114	200,783,647	28,488,674
1919	41,697,142	396,976,269	9,650,803	149,986,167	37,373,971
1920	54,562,947	353,138,249	22,464,945	114,257,976	39,535,283
1921	36,669,918	263,743,335	28,799,768	81,440,495	50,049,502
1922	24,893,710	159,039,309	12,984,029	49,749,273	42,777,949
1923	29,584,386	173,758,813	15,382,000	55,127,568	62,230,665
1924	30,822,995	190,282,115	15,960,228	57,326,588	99,001,740
1925	30,564,483	192,298,083	11,828,917	58,841,556	105,303,103
1926	37,487,283	240,010,515	17,958,019	76,853,203	144,634,857
1927	36,040,816	216,947,753	17,877,730	79,149,671	116,920,027
1928	35,819,784	187,612,703	14,814,794	50,466,168	153,021,338
1929	42,179,169	235,665,267	22,043,070	55,861,050	181,222,494
1930	45,894,686	161,577,392	12,772,683	41,395,708	127,214,949
1931	34,792,102	132,764,484	10,055,317	35,902,487	95,325,305
1932	28,093,426	116,875,967	6,646,697	26,369,631	76,385,238
1933	27,493,790	122,974,026	7,411,631	24,415,473	80,303,097

The values of imports and exports should, however, be "corrected" in terms of the fluctuations in the purchasing power of the dollar, if they are to be used as a measure of the volume of traffic. In Table 4 the leading import and export figures have been thus corrected back to 1915 in accordance with the official index numbers of import and export valuations. Prior to 1915 these data are not available and for the years 1890, 1895, 1900, 1905 and 1910 the figures have been corrected in accordance with the index of wholesale prices.

TABLE 4.--Imports and Exports Corrected as to Price Changes, 1890-1933.

Year	Imports				Index Number (1)
	Maritime Provinces		Total Imports		
	Original Valuations	Corrected Valuations	Original Valuations	Corrected Valuations	
1890	16,510,401	17,753,110	112,765,584	121,253,300	93.0
1895	14,050,836	17,651,800	105,252,511	132,226,700	79.6
1900	17,457,212	20,346,400	180,804,316	210,727,600	85.8
1905	21,075,924	24,004,460	261,925,554	298,320,600	87.8
1910	25,520,598	27,063,200	375,833,016	398,550,300	94.3
1915	29,924,480	32,280,992	587,439,304	633,699,357	92.7

TABLE 4.--Imports and Exports corrected as to Price Changes, 1890-1933 - Continued.

Imports - Continued

Year	Maritime Provinces		Total Imports		Index Numbers (1)
	Original Valuations	Corrected Valuations	Original Valuations	Corrected Valuations	
1920	67,942,245	30,784,887	1,064,528,123	482,341,696	220.7
1925	48,701,444	34,886,421	796,932,537	570,868,580	139.6
1926	49,334,870	37,460,038	927,328,732	704,122,044	131.7
1927	52,940,122	41,685,135	1,030,892,505	811,726,382	127.0
1928	54,759,020	43,015,727	1,108,956,466	871,136,265	127.3
1929	59,395,398	48,328,233	1,265,679,091	1,029,844,663	122.9
1930	65,273,737	56,710,458	1,248,273,582	1,084,512,235	115.1
1931	55,038,615	57,753,006	906,612,695	951,324,969	95.3
1932	35,180,422	39,307,735	578,503,904	646,373,077	89.5
1933	22,603,010	25,482,537	406,383,744	458,155,291	88.7

Exports

Year	Maritime Provinces		Total Exports		Index Numbers (2)
	Original Valuations	Corrected Valuations	Original Valuations	Corrected Valuations	
1890	17,334,019	18,638,730	96,749,149	104,031,340	93.0
1895	19,131,684	24,034,779	113,638,803	142,762,310	79.6
1900	28,124,008	32,778,564	191,894,723	223,653,523	85.8
1905	33,874,987	38,581,990	203,316,872	231,568,191	87.8
1910	52,109,835	55,259,634	301,358,529	319,574,261	94.3
1915	84,577,195	76,195,671	490,808,877	442,170,159	111.0
1920	220,230,436	95,877,421	1,286,658,709	560,147,457	229.7
1925	122,771,431	80,930,409	1,081,361,643	712,829,033	151.7
1926	150,779,181	102,570,871	1,328,700,137	903,877,644	147.0
1927	155,549,237	108,020,303	1,267,573,142	880,259,126	144.0
1928	125,120,682	90,930,728	1,250,598,034	908,864,853	137.6
1929	131,487,497	96,046,382	1,388,896,075	1,014,533,291	136.9
1930	126,307,150	108,139,683	1,144,938,070	980,255,197	116.8
1931	106,273,178	111,631,490	817,028,048	858,222,739	95.2
1932	82,042,924	96,407,666	587,565,517	690,441,265	85.1
1933	71,586,252	83,143,150	480,713,797	558,320,322	86.1

(1) Wholesale prices index 1890 to 1910 inclusive; index of import valuations thereafter.

(2) Wholesale prices index 1890 to 1910 inclusive; index of export valuations thereafter.

Index Numbers

Imports--Index Numbers 1890=100	Maritime Provinces		All Canada	
	Actual Valuation	Revised Valuation	Actual Valuation	Revised Valuation
Year				
1895	85.10	99.43	93.34	109.05
1900	105.73	114.61	160.34	173.79
1905	127.65	135.21	232.27	246.03
1910	154.57	152.44	333.29	328.69
1915	181.25	181.83	520.94	522.62
1920	411.51	173.41	944.02	397.80
1925	294.97	196.51	706.72	470.81
1926	298.81	211.01	822.35	580.70
1927	320.65	234.80	914.19	669.45
1928	331.66	242.30	983.42	718.44
1929	359.75	272.22	1,122.40	849.33
1930	395.35	319.44	1,106.96	894.42
1931	333.36	325.31	803.98	784.58
1932	213.08	221.41	513.01	533.08
1933	136.90	143.54	360.38	377.85

Exports--Index Numbers 1890=100	Maritime Provinces		All Canada	
	Actual Valuation	Revised Valuation	Actual Valuation	Revised Valuation
Year				
1895	110.37	128.95	117.46	137.23
1900	162.25	175.86	198.34	214.99
1905	195.42	207.00	210.15	222.59
1910	300.62	296.48	311.48	307.19
1915	487.93	408.80	507.30	425.04
1920	1,270.51	514.40	1,329.89	538.44
1925	708.27	434.21	1,117.70	685.21
1926	869.85	550.31	1,373.35	868.85
1927	897.36	579.55	1,310.16	846.15
1928	721.82	487.86	1,292.62	873.65
1929	758.55	515.31	1,435.56	975.22
1930	728.67	580.19	1,183.41	942.27
1931	613.09	598.92	844.48	824.97
1932	473.31	517.24	607.31	663.69
1933	412.98	446.07	496.87	536.68

Taking the original valuation of exports through the Maritime Provinces in 1890 as a base or equal to 100, we find that these exports increased or decreased as follows: 1895, 110.37; 1900, 162.25; 1905, 195.42; 1910, 300.62; 1915, 487.93; 1920, 1,270.51; 1925, 708.27; 1930, 728.67; 1932, 473.31; 1933, 412.98. Correcting these figures, however, by the index number of export valuations when available, otherwise wholesale prices, we find that exports through the Maritimes, expressed in percentages of 1890, were as follows: 1895, 128.95; 1900, 175.86; 1905, 207.00; 1910, 296.48; 1915, 1,408.80; 1920, 514.40; 1925, 434.21; 1931, 598.92; 1932, 517.24; 1933, 446.07. Similar corrections for all Canada are shown in Table 4.

From the above it will be seen that not only on the basis of the prices current in the various years but also on the basis of the valuations as revised, exports through the Maritime Provinces up to 1920 lag but slightly behind the total increase for all Canada. In other words the growth of the Maritime export trade, as shown by these figures of valuation, was practically equal to the growth of the export trade of all Canada. This is not only true of 1915 and 1920 which were abnormal years but is also true for 1910. In 1925, however, the revised figures of valuation show the exports in the Maritimes were 434.21 per cent of the exports in 1890, while the exports from all Canada based on revised valuations were 685.21 per cent of those of 1890. During the next few years, too, the increase in exports through the Maritimes was relatively less than that in the rest of Canada. This trade, however, would appear to have been relatively less affected by recent abnormal conditions as it continued, on the basis of revised valuations to increase until 1931 in which year it was 598.92 per cent of the 1890 level, declining to 446.07 in 1933. The all Canada high level, on the other hand, was 975.22 per cent in 1929 with successive declines thereafter bringing the index in 1933 to 536.68 per cent of 1890. In the matter of imports the volume handled through Maritime ports has not grown on an equal basis with the total importations into Canada. In 1931, the high point on the basis of the revised figures, imports into the Maritimes were 325.31 per cent of those of 1890, whereas total importations into Canada in 1930 were 894.42 per cent of those of 1890. For further details see Table 4.

3.--RAILWAY TRAFFIC IN THE MARITIME PROVINCES AS AN INDEX OF EXTERNAL TRADE, 1933.

An index of external trade, by provinces, is afforded by the series of monthly railway traffic returns inaugurated by the Dominion Bureau of Statistics in 1921. These returns show all freight loaded and unloaded in each province, classified for seventy-six different staple commodities. For a province whose entire traffic is handled by rail the difference between freight loaded and unloaded in these statements is presumably of the nature of an import into or export from the province, and some valuable deductions as to the province's trade relations are thus available. In the case of the Maritime Provinces, however, the validity of the figures is impaired by the fact that no similar records are available for goods handled by water carriers. It is therefore impossible to arrive at definite conclusions regarding net imports and exports. Nevertheless the following resume and table (Table 5) of railway traffic may be of interest.

During 1933 the freight loaded on cars at stations in the Maritime Provinces amounted to 6,093,297 tons which was an increase of 413,888 tons over the low point reached in 1932 and was a decrease of 43 per cent of the loadings for 1929, the peak year. For Canada the decrease from 1929 to 1933 was 47 per cent.

Freight unloaded from cars in the Maritime Provinces decreased from 9,701,103 tons in 1929 to 5,349,998 tons in 1933, or by 45 per cent, whereas the decrease in the Dominion was 52 per cent. Evidently the Maritime Provinces suffered less than the other provinces in both freight loaded and unloaded.

The net exports by rail, or the excess of loadings over unloadings, reached a peak of 1,498,185 tons for the Maritime Provinces in 1923, but, due to the worldwide depression, declined to 512,431 tons in 1932. These are only rail shipments and are affected by the rise and fall in shipments by water. Also these do not include freight passing through the Maritime Provinces such as western grain carried to Saint John and Halifax and delivered to boats for export, but include only freight billed out of or into Maritime stations as points of origin or final destination. Because of the foreign import and export business through Maritime ports these data are not so important as in the Prairie Provinces.

Bituminous coal is the largest single item of traffic, amounting in 1933 to 3,754,378 tons, or 62 per cent, of total loadings. Agricultural products amounted to 462,655 tons, or 7.6 per cent, forest products to 707,092 tons, or 11.6 per cent, manufactures and miscellaneous freight to 934,541 tons, or 15.3 per cent, and animal products to 18,979 tons, or 0.3 per cent. There was a fairly heavy movement of freight to and from the other provinces, the net movement from the other provinces of agricultural products being 329,647 tons, including a westward movement of 141,293 tons of other fresh fruit and potatoes. The greater part of the coal was unloaded at Maritime Province stations, undoubtedly for forwarding by boat, only 321,670 tons of bituminous coal being shipped westward by rail. Of the total of 71,386 tons of sugar loaded and imported, 48,572 tons were shipped westward via rail, and of 110,881 tons of news-print paper 79,971 tons were shipped by rail to the other provinces, either for Canadian consumption or for delivery to foreign connections at junction points in the other provinces.

TABLE 5.--Railway Revenue Freight Tonnages, 1921-1933.

Year	Prince Edward Island	Nova Scotia	New Brunswick	Total Maritime Provinces	Total Canada
<u>Freight Loaded on Cars</u>					
1921	92,411	5,522,678	1,960,579	7,575,668	55,743,986
1922	102,536	5,588,797	2,214,018	7,905,351	62,273,169
1923	95,263	6,502,523	2,425,470	9,023,256	68,962,401
1924	112,375	5,907,140	2,385,135	8,404,650	65,148,937
1925	138,231	4,173,591	2,276,278	6,588,100	66,714,207
1926	159,073	6,756,522	2,362,902	9,278,497	73,336,437
1927	211,974	7,479,574	2,352,081	10,043,629	74,197,642
1928	247,706	7,301,688	2,172,083	9,721,477	84,036,011
1929	265,881	8,139,341	2,341,755	10,746,977	77,129,732
1930	293,392	7,336,136	2,371,566	10,001,094	65,971,744
1931	243,158	5,786,663	1,619,468	7,649,289	51,735,251
1932	148,222	4,343,520	1,187,667	5,679,409	43,813,664
1933	159,739	4,643,910	1,289,648	6,093,297	41,114,269
<u>Freight Unloaded from Cars</u>					
1921	113,535	4,945,004	1,453,379	6,511,918	58,940,963
1922	170,116	5,024,047	1,467,871	6,662,034	62,548,578
1923	160,045	5,851,439	1,513,587	7,525,071	73,134,032
1924	154,364	5,282,205	1,530,694	6,967,263	65,972,558
1925	165,457	3,613,308	1,568,855	5,347,620	67,303,255
1926	202,692	6,078,931	1,721,670	8,003,293	76,023,671
1927	221,249	6,737,664	1,730,796	8,689,709	73,343,986
1928	259,824	6,330,687	1,852,271	8,442,782	80,692,800
1929	304,056	7,276,511	2,120,536	9,701,103	80,246,270
1930	373,065	6,354,630	2,132,960	8,860,655	67,162,615
1931	259,873	4,941,677	1,575,705	6,777,255	50,882,880
1932	202,599	3,702,259	1,262,070	5,166,928	40,704,259
1933	178,673	3,924,072	1,247,253	5,349,998	38,139,335
<u>Net Imports (+) Net Exports (-) Via Railways</u>					
1921	+ 21,124	- 577,674	- 507,200	- 1,063,750	
1922	+ 67,580	- 564,750	- 746,147	- 1,243,317	
1923	+ 64,782	- 651,084	- 911,883	- 1,498,185	
1924	+ 41,989	- 624,935	- 854,441	- 1,437,387	
1925	+ 27,226	- 560,283	- 707,423	- 1,240,480	
1926	+ 43,619	- 677,591	- 641,232	- 1,275,204	
1927	+ 9,275	- 741,910	- 621,285	- 1,353,920	
1928	+ 12,118	- 971,001	- 319,812	- 1,278,695	
1929	+ 38,175	- 862,830	- 221,219	- 1,045,874	
1930	+ 79,673	- 981,506	- 238,606	- 1,140,439	
1931	+ 16,715	- 844,986	- 43,763	- 872,034	
1932	+ 54,377	- 641,261	+ 74,403	- 512,481	
1933	+ 18,934	- 719,838	- 42,395	- 743,299	

4.--SHIPPING.

A record of the number and tonnage of steam and sailing vessels entered inwards and outwards is available annually by ports back to Confederation, the 1933 report including some eighty-five individual places in the Maritime Provinces. In reducing this record to measurable proportions, an examination was made of the reports for 1870, 1900 and 1923, and the more important ports selected, in order that in computing the general trend, ports of present importance but unknown many years ago should not be included at the expense of others more prominent in former years. The tonnages entered and cleared by ten-year periods for these selected ports were then tabulated, (see Table 6), the record for 1925 to 1933 being added. Provincial totals of the tonnages entered and cleared at these ports were also made up,⁴ --also the statistics for Quebec, Montreal, Vancouver and Victoria for purposes of comparison. A more inclusive statement for 1933 is added (Table 7).

In 1870, tonnages entered and cleared at the port of Halifax totalled 311,357 and 275,062 respectively. Similar figures for the port of Montreal for the same year totalled 228,121 and 243,167, while the port of Quebec showed 756,078 and 674,894 respectively. From this it will be seen that in 1870 Halifax in point of tonnage was of more than equal importance with Montreal, but of less importance than the city of Quebec. Traffic via the Pacific ports of Canada was at this time, of course, in its infancy. Since that time, Montreal has achieved the leading position as the grain shipping port of America, outdistancing even the port of New York in this trade, and handling a considerable quantity of United States grain as well as grain of Canadian origin, in addition to large amounts of other freight originally produced in the United States (e.g.- packing house products). Similarly, the port of Vancouver has recorded phenomenal development, not only as an exit for Canadian grain, but for lumber, fish and other commodities. With the extraordinary development of these channels of trade, the comparative increase along these routes far outstrips the average increase in the total shipping trade of Canada. As a corollary, trade through other channels (e.g.- Maritime Provinces) shows a relatively smaller increase.^x

Taking tonnages cleared during 1870 as equal to 100, tonnages cleared in 1933 showed an increase of 998.34. (See Table 8). Clearances for the selected ports in Nova Scotia increased to 600.78 and in New Brunswick to 258.26.

Charlottetown and Summerside were selected as the representative ports in Prince Edward Island; in 1933 clearances at these two ports totalled 123.83 per cent of the total tonnages cleared in 1880.^{1/}

Nova Scotia ports have shown the effects of the depression decreasing from a high of 790.47 in 1929, but New Brunswick ports have continued to increase, the index number of 258.26 for 1933 being the highest shown in Table 8. The index numbers for the ports of Halifax and Saint John were well above the index for all Canadian ports in 1933 and for Halifax it has been above since 1924. An intimate knowledge of some of the ports would be necessary to explain the fluctuations. Louisburg's index number reached a high of 2,949.96 in 1927 and dropped to 818.10 the following year and to 271.48 in 1932. Some of the ports have sunk to relative insignificance compared with earlier years; Pictou's clearances in 1933 were only 2.03 per cent of the 1870 clearances. Newcastle's fell to 21.62 per cent and Richibucto's to 16.49 per cent. The principal ports of to-day have multiplied their clearances many times.

⁴ The selected ports represented about 98 per cent of total clearances of sea-going vessels outwards.

^x Other factors tending to lessen the importance of Maritime ports have been the substitution of steam vessels for sailing ships and of steel for wooden boats. Larger vessels carrying greater and more diversified cargoes, with the ability to reach river and other ports inaccessible to sailing vessels, extensively modified the channels of water traffic. Simultaneously, the lower freight rates on the water routes have tended in most classes of commodities to force traffic to the longest water and the shortest rail haul. Montreal has been particularly favourably situated in this regard.

^{1/} Figures for 1870, of course, were not included in the Canadian records.

TABLE 6.--Total Tonnages of Sea-going Vessels, Entered and Cleared from Principal Maritime Ports during Fiscal Years Ending June 30, 1870, 1880, 1890, 1900 and March 31, 1911.

	1870		1880		1890		1900		1911	
	Entered	Cleared	Entered	Cleared	Entered	Cleared	Entered	Cleared	Entered	Cleared
Prince Edward Island -										
Charlottetown ...	-	-	64,281	68,524	28,718	39,501	64,055	90,542	48,326	85,863
Summerside	-	-	9,123	12,391	2,361	3,569	266	5,521	2,047	9,492
Total	-	-	73,404	80,915	31,079	43,070	64,321	96,063	50,373	95,355
Nova Scotia -										
Amherst	17,497	28,817	25,468	29,365	-	-	-	-	19,237	18,692
Annapolis	12,342	12,921	20,210	21,418	55,141	56,476	15,113	16,896	3,743	11,008
Arichat	22,961	2,554	11,983	2,512	13,683	9,805	4,872	2,274	4,776	4,585
Baddeck	1,999	2,100	2,208	3,350	3,049	9,341	1,624	5,517	2,159	2,294
Bridgewater	-	-	-	-	4,088	5,825	10,223	13,312	24,296	38,129
Canso	-	-	-	-	4,084	4,047	43,297	33,552	44,398	49,826
Cornwallis	17,166	18,326	19,129	20,032	-	-	-	-	-	-
Cow Bay	-	-	-	-	23,621	18,936	-	-	-	-
Digby	14,754	12,024	13,065	11,729	51,344	47,021	3,346	2,283	22,634	19,953
Glace Bay	-	-	-	-	34,164	21,609	149	-	277	4,383
Halifax	311,357	275,062	529,663	478,875	682,408	658,340	866,989	840,796	1,285,858	1,193,171
Hantsport	-	-	-	-	15,851	1,000	14,898	7,592	16,393	6,981
Joggins	-	-	-	-	18,851	18,397	-	-	-	-
La Have	-	-	-	-	10,186	1,893	9,691	292	4,591	4,483
Liverpool	17,514	17,374	8,571	6,206	25,023	25,362	17,202	21,284	23,528	31,032
Lockeport	-	-	10,635	11,662	10,713	10,178	8,625	8,041	4,771	4,866
Louisburg	-	-	-	-	6,833	6,929	269,730	271,561	156,067	194,899
Lunenburg	17,663	22,216	26,572	36,523	23,971	27,760	24,805	24,185	25,695	25,178
North Sydney	29,084	21,252	87,670	47,868	84,141	58,281	158,255	146,411	270,963	183,337
Parrsboro	7,583	3,657	14,861	14,065	48,419	48,812	38,747	40,538	47,053	50,327
Pictou	187,097	162,541	78,282	50,422	38,634	29,615	24,225	21,065	9,501	27,736
Port Hastings ...	-	-	-	-	1,786	190	-	1,770	15,015	18,235
Port Hawkesbury ..	66,880	61,540	37,938	17,738	29,959	22,073	72,698	75,683	53,021	53,233
Sandy Point	-	-	-	-	-	-	-	-	18,187	20,191
Shelburne	1,690	3,550	15,832	9,732	39,721	35,502	28,139	24,512	7,374	9,132
Sydney	57,330	88,425	63,650	46,175	108,295	155,220	217,907	184,924	426,000	388,166
Weymouth	18,854	21,620	20,381	21,071	7,541	7,275	7,184	9,035	8,677	12,285
Windsor	35,544	52,228	59,718	71,963	71,122	67,535	53,302	65,695	136,968	152,306
Yarmouth	29,809	27,845	30,226	29,127	93,732	90,240	253,906	256,711	161,737	154,964
Total	867,124	834,052	1,076,062	929,833	1,506,360	1,437,662	2,144,927	2,073,929	2,792,919	2,679,392
New Brunswick -										
Baie Verte	2,820	2,796	-	-	17,690	16,146	11,502	12,013	2,971	7,663
Bathurst	8,818	12,346	12,297	11,572	16,191	15,970	22,019	13,441	797	10,730
Campbellton	-	-	-	-	2,513	13,420	3,608	19,052	10,472	44,270
Campo Bello	3,485	3,485	3,443	4,872	3,038	2,743	20,152	9,679	17,925	22,843
Chatham	37,963	44,246	110,499	108,673	76,682	73,553	64,720	71,103	65,090	81,785
Dalhousie	13,342	16,623	16,940	18,451	22,773	15,176	44,694	27,010	36,885	50,781
Dorchester	7,347	7,663	6,377	7,472	1,163	375	5,153	2,426	15,160	5,078
Grand Manan	-	-	-	-	24,480	25,327	-	-	-	-
Harvey	-	-	-	-	2,024	1,570	16,580	13,252	-	-
Hillsboro	10,659	12,862	12,770	17,445	17,342	23,980	49,875	68,832	28,843	28,882
Moncton	970	1,176	1,945	1,717	5,423	5,889	14,081	12,716	10,006	6,876
Newcastle	28,185	28,982	34,847	30,401	37,910	39,312	45,116	45,951	14,474	24,702
North Head	-	-	-	-	-	-	11,400	10,705	23,771	22,253
Richibucto	18,361	22,633	17,754	18,642	18,984	16,618	8,779	9,262	1,700	4,981
Shediac	47,137	49,334	10,107	8,727	14,687	14,531	14,046	11,186	8,907	5,030
St. Andrew's	12,994	7,355	100,062	97,120	123,908	121,495	40,303	36,831	35,085	39,440
St. George	14,300	19,836	3,564	5,033	2,907	2,622	2,914	2,621	9,164	10,120
St. John	471,297	417,388	462,880	458,880	500,641	504,494	684,207	529,091	1,232,360	935,922
St. Martin's	-	-	-	-	-	-	-	-	18,906	17,416
St. Stephen	6,556	7,074	8,372	6,587	13,752	10,895	7,318	6,323	19,495	18,763
Total	684,243	653,799	801,357	795,597	902,108	904,116	1,066,467	901,494	1,552,011	1,337,435
Quebec	756,078	674,894	675,634	572,562	617,510	439,092	627,451	461,176	1,851,730	589,769
Montreal	228,121	243,167	427,057	484,671	603,551	650,414	1,018,902	1,049,411	1,661,370	1,609,337
Vancouver	-	-	-	-	277,542	288,884	450,252	474,992	1,509,445	1,010,653
Victoria	-	-	356,649	353,687	662,217	624,182	906,631	889,700	1,322,890	1,759,861
Total for Canada .	2,608,519	2,476,354	3,487,735	3,298,979	5,215,476	5,112,809	7,262,721	6,912,400	11,919,339	10,377,847

TABLE 6.--Total Tonnages of Sea-going Vessels Entered and Cleared from Principal Maritime Ports during Fiscal Years Ending March 31, 1920, 1925, 1927 and 1929 - Continued.

	1920		1925		1927		1929	
	Entered	Cleared	Entered	Cleared	Entered	Cleared	Entered	Cleared
Prince Edward Island -								
Charlottetown	3,363	4,005	14,100	48,311	13,853	41,261	20,833	53,035
Summerside	93	-	428	99	6,280	5,632	10,280	10,916
Total	3,456	4,005	14,528	48,410	20,133	46,893	31,113	63,951
Nova Scotia -								
Amherst	-	-	-	-	-	-	292	439
Annapolis	1,735	460	1,552	992	4,972	4,997	568	1,001
Arlchat	1,972	1,776	853	905	471	554	696	1,057
Baddeck	1,233	14,061	39,921	39,805	48,798	48,872	38,101	47,590
Bridgewater	4,736	6,481	2,808	9,925	5,073	11,775	32,871	40,826
Canso	17,717	17,717	22,583	21,955	35,910	32,338	16,928	17,987
Cornwallis	-	-	-	-	-	-	-	-
Cow Bay	-	-	-	-	-	-	-	-
Digby	3,484	5,574	3,974	8,901	3,963	5,764	2,221	1,426
Glace Bay	733	132	1,112	1,285	910	785	1,228	1,248
Halifax	1,904,067	2,426,734	3,201,480	3,352,217	3,387,428	3,355,191	4,004,935	4,223,498
Hantsport	26,196	3,194	34,086	2,273	2,960	-	-	-
Joggins	1,123	2,177	1,334	1,657	356	307	160	500
La Have	12,412	10,937	14,182	10,951	10,757	11,231	7,014	5,685
Liverpool	13,135	27,305	17,656	18,747	16,624	19,126	12,015	16,814
Lockeport	1,645	1,901	1,449	1,064	1,701	1,591	781	914
Louisburg	287,217	260,436	50,683	43,440	184,541	204,403	34,242	44,468
Lunenburg	33,007	28,347	63,389	48,562	48,414	43,002	33,274	30,897
North Sydney	402,426	434,206	213,591	211,510	401,969	438,322	407,937	415,358
Parrsboro	16,490	27,731	33,069	42,934	17,365	34,667	40,345	49,984
Pictou	4,153	9,249	6,429	11,515	10,830	16,322	12,216	14,433
Port Hastings	187	3,706	27	295	3,110	1,177	744	-
Port Hawkesbury	7,582	7,584	9,351	12,357	16,142	12,742	11,953	13,825
Sandy Point	10,241	8,772	10,099	12,182	9,070	10,183	8,204	9,570
Shelburne	3,928	4,728	4,812	6,459	6,751	7,612	6,712	8,501
Sydney	767,107	849,859	376,356	637,224	981,475	1,059,713	571,902	866,305
Weymouth	1,194	2,216	5,731	6,838	5,230	12,147	4,497	10,987
Windsor	58,830	91,184	199,797	223,670	259,964	279,290	259,499	275,251
Yarmouth	245,018	236,558	199,053	196,146	218,186	211,606	429,981	428,763
Total	3,827,568	4,483,079	4,515,377	4,923,809	5,682,970	5,823,917	5,939,316	6,527,327
New Brunswick -								
Baie Verte	-	-	-	-	-	-	-	-
Bathurst	6,833	10,085	7,170	7,160	6,119	6,119	9,312	9,312
Campbellton	14,972	26,775	11,185	26,064	9,007	24,506	12,121	17,945
Campo Bello	30,819	25,055	35,497	27,213	36,278	29,503	43,719	40,017
Chatham	24,335	41,662	12,492	28,150	7,241	19,234	12,044	21,444
Dalhousie	7,610	18,002	22,639	13,019	4,931	1,605	-	-
Dorchester	319	319	-	-	-	-	-	-
Grand Manan	-	-	-	-	-	-	-	-
Hillsboro	5,129	11,700	17,593	35,475	3,256	6,795	10,899	11,672
Lord's Cove	-	-	12,395	12,089	12,817	12,239	12,009	12,880
Moncton	3,665	10,861	378	384	2,016	2,774	2,915	4,223
Newcastle	18,099	19,739	4,033	7,798	8,718	13,638	-	11,743
North Head	26,492	28,331	31,026	29,386	28,039	27,385	29,429	29,877
Richibucto	826	-	2,254	3,864	-	5,236	815	7,022
Shediac	1,874	641	-	-	-	-	-	-
St. Andrew's	34,317	33,959	38,956	39,368	45,852	47,204	47,752	40,592
St. George	7,020	7,435	14,919	10,789	5,578	7,274	6,305	6,182
St. John	1,107,806	1,038,404	1,192,042	1,028,360	1,511,439	1,317,076	1,459,320	1,156,393
St. Martin's	15,035	15,859	26,386	27,221	-	-	-	-
St. Stephen	2,038	1,447	3,939	614	5,228	1,264	3,304	892
Total	1,307,189	1,290,274	1,432,904	1,296,954	1,686,519	1,521,852	1,649,944	1,370,194
Quebec	776,819	442,427	1,842,319	940,260	1,867,255	1,209,327	2,587,935	1,133,369
Montreal	1,674,666	2,016,355	3,421,452	3,539,399	3,303,849	3,372,784	4,509,863	4,692,577
Vancouver	1,769,999	1,429,750	4,022,142	3,862,228	4,753,672	4,672,395	6,050,182	6,072,945
Victoria	1,673,470	2,249,422	3,160,129	3,320,152	3,436,771	3,303,775	3,869,201	3,578,674
Total for Canada	12,010,374	13,234,830	20,470,379	20,510,647	23,224,281	22,925,488	27,464,158	26,944,369

TABLE 6.--Total Tonnages of Sea-going Vessels Entered and Cleared from Principal Maritime Ports during Fiscal Years Ending March 31, 1930, 1931, 1932 and 1933.

	1930		1931		1932		1933	
	Entered	Cleared	Entered	Cleared	Entered	Cleared	Entered	Cleared
Prince Edward Island -								
Charlottetown	29,021	63,176	39,594	78,162	57,185	83,207	54,624	83,968
Summerside	4,414	13,635	15,202	20,011	11,013	9,200	10,646	9,278
Total	33,435	76,811	54,796	98,173	68,198	92,407	65,270	93,246
Nova Scotia -								
Amherst	6,102	14,127	5,523	14,199	1,448	7,915	5,620	9,180
Annapolis	418	853	429	683	149	189	183	363
Arichat	384	381	142	1,108	104	320	75	147
Baddeck	17,754	19,988	21,073	23,923	27,957	24,748	593	593
Bridgewater	12,774	16,782	911	2,629	894	3,550	435	4,051
Canso	8,604	7,668	17,792	20,735	16,163	17,487	14,883	17,843
Cornwallis	-	-	-	-	-	-	-	-
Cow Bay	-	-	-	-	-	-	-	-
Digby	1,806	1,856	1,371	1,106	1,217	1,003	1,084	565
Glace Bay	-	-	24	24	-	-	107	629
Halifax	4,453,521	4,718,297	4,090,886	4,093,352	3,903,009	4,021,747	3,420,681	3,683,420
Hantsport	739	4,366	4,301	5,249	734	3,670	2,522	4,152
Joggins	-	-	-	-	-	-	-	-
La Have	4,448	4,800	5,225	4,025	4,126	2,656	3,744	2,193
Liverpool	24,901	27,230	80,415	74,716	79,530	84,134	80,012	89,713
Lockeport	1,300	1,439	1,489	1,736	1,415	1,323	1,708	1,795
Louisburg	38,524	69,385	18,083	12,093	13,163	8,972	13,575	18,811
Lunenburg	31,895	32,418	32,966	32,178	26,748	28,007	21,040	22,256
North Sydney	382,899	391,829	324,774	325,369	309,577	302,701	262,870	263,024
Parrsboro	37,981	49,574	38,390	55,759	22,722	26,860	10,773	18,735
Pictou	7,091	15,191	9,555	9,271	1,789	906	1,687	3,295
Port Hastings	-	-	-	-	-	-	-	-
Port Hawkesbury	57,793	61,708	43,520	42,851	39,014	39,995	21,139	22,347
Sandy Point	6,953	6,646	10,045	11,835	7,697	8,180	5,053	5,120
Shelburne	9,485	9,956	14,664	15,195	15,103	16,800	14,895	15,817
Sydney	615,861	738,234	407,005	664,346	248,486	305,406	89,986	125,463
Weymouth	6,837	9,865	3,027	4,960	1,921	3,962	1,656	4,454
Windsor	232,045	242,185	229,448	234,159	172,598	194,782	111,916	114,681
Yarmouth	437,206	353,698	455,983	450,612	429,605	442,200	543,511	539,282
Total	6,397,321	6,798,476	5,817,041	6,102,113	5,325,169	5,547,513	4,629,748	4,967,929
New Brunswick -								
Baie Verte	-	-	-	-	-	-	-	-
Bathurst	-	-	3,238	3,377	3,066	3,066	3,254	2,407
Campbellton	6,344	16,506	10,937	11,721	6,274	16,804	3,025	10,093
Campo Bello	39,899	53,986	79,721	132,507	93,581	131,137	72,761	72,703
Chatham	6,837	20,239	5,792	19,707	12,470	35,152	3,535	12,762
Dalhousie	1,729	1,176	-	8,610	24,189	38,317	14,811	50,444
Dorchester	-	-	-	-	-	-	-	-
Grand Manan	-	-	-	-	-	-	-	-
Hillsboro	11,066	11,599	13,500	13,500	6,601	8,553	5,996	6,938
Lord's Cove	12,446	12,623	13,020	12,836	13,224	13,287	12,165	12,445
Moncton	4,041	5,558	6,116	7,378	3,469	5,254	8,636	9,186
Newcastle	-	2,855	972	6,660	3,260	6,757	1,867	6,266
North Head	36,786	35,212	96,494	96,724	96,734	98,160	61,547	62,365
Richibucto	744	5,039	1,265	10,964	2,584	7,199	1,633	3,732
Shediac	-	-	-	-	-	-	-	-
St. Andrew's	50,613	51,372	108,030	87,449	107,489	97,417	76,877	79,753
St. George	2,944	2,944	232	1,212	1,630	3,038	93	115
St. John	1,325,103	969,683	1,317,680	1,047,949	1,214,508	936,826	1,411,259	1,370,848
St. Martin's	-	-	-	-	-	-	-	-
St. Stephen	3,792	3,009	6,275	3,214	4,683	3,512	5,387	3,237
Total	1,502,344	1,191,801	1,663,272	1,463,808	1,593,762	1,404,479	1,712,846	1,703,294
Quebec	2,446,478	871,643	2,445,823	926,428	2,140,837	1,151,037	2,073,732	1,147,547
Montreal	3,846,525	3,856,296	3,693,696	3,643,528	3,421,257	3,296,024	3,647,117	3,503,636
Vancouver	5,706,094	5,694,993	6,269,260	6,052,626	6,017,499	5,686,980	5,529,808	5,544,731
Victoria	4,205,801	3,486,083	4,970,336	4,411,715	4,493,434	3,989,828	4,049,284	3,957,593
Total for Canada	27,155,766	25,836,466	28,064,762	26,535,387	27,003,210	25,337,031	25,044,389	24,722,443

TABLE 7.--Statement showing the Total Number and Tonnage of all Vessels Arrived and Departed in the Maritime Provinces, by Provinces, during the Fiscal Year ended March 31, 1933.

Province	Sea-going				Coastwise			
	Arrived		Departed		Arrived		Departed	
	Vessels	Tons Register	Vessels	Tons Register	Vessels	Tons Register	Vessels	Tons Register
Nova Scotia	4,040	4,698,358	4,462	5,055,203	12,692	3,468,054	12,566	2,702,487
Prince Edward Island	104	70,302	162	106,963	927	307,846	880	275,165
New Brunswick	3,805	1,718,471	3,741	1,711,596	3,025	1,110,038	3,100	1,133,115
Total Maritime Provinces.	7,949	6,487,131	8,365	6,873,762	16,644	4,885,938	16,546	4,110,767
Grand total for Canada ..	17,778	25,044,389	18,150	24,722,443	64,875	41,975,393	64,688	41,100,788

Province	Total			
	Arrived		Departed	
	Vessels	Tons Register	Vessels	Tons Register
Nova Scotia	16,732	8,166,412	17,028	7,757,690
Prince Edward Island	1,031	378,148	1,042	382,128
New Brunswick	6,830	2,828,509	6,841	2,844,711
Total Maritime Provinces	24,593	11,373,069	24,911	10,984,529
Grand total for Canada	114,204	79,733,836	114,795	79,614,830

TABLE 8.--Index Numbers showing Trend of Clearances of Sea-going Vessels in Principal Maritime Ports, 1870-1933 (Fiscal Years).

Port	1870	1880	1890	1900	1911	1920	1921	1922	1923	1924
Charlottetown	-	100	57.65	132.13	125.30	5.85	25.04	59.40	87.49	72.88
Halifax	100	174.10	239.34	305.68	433.78	882.25	580.49	661.70	669.90	882.27
Liverpool	100	35.72	145.98	122.50	178.61	157.16	131.56	119.68	166.03	137.29
Louisburg	-	-	100.00	3,919.19	2,812.80	3,758.64	2,341.03	588.61	1,711.24	1,040.70
Lunenburg	100	164.39	124.95	108.86	113.33	127.60	104.00	128.40	151.42	182.20
North Sydney	100	225.23	274.24	688.93	862.68	2,043.13	1,413.73	1,350.22	1,308.18	1,037.41
Pictou	100	31.02	18.22	12.96	17.06	5.69	7.99	1.24	5.25	5.05
Port Hawkesbury	100	28.82	35.87	122.98	86.50	12.32	26.32	19.04	16.46	21.28
Sandy Point	-	-	-	-	100.00	43.45	44.73	72.18	67.26	71.96
Sydney	100	52.22	175.54	209.13	438.98	961.11	1,052.88	752.32	955.07	808.05
Windsor	100	137.79	129.31	125.79	291.62	174.59	252.90	213.14	337.69	367.09
Yarmouth	100	104.60	324.08	921.93	556.52	849.55	584.37	667.096	573.39	596.16
Campbellton	-	-	100.00	141.97	329.88	199.52	227.88	152.91	601.13	322.21
Campo Bello	100	139.80	78.71	277.73	655.47	718.94	746.74	771.94	755.04	775.35
Chatham	100	245.62	166.24	160.70	184.84	94.16	119.08	31.56	106.00	94.58
North Head	-	-	-	100.00	207.87	264.65	205.56	265.27	259.45	252.10
Newcastle	100	104.90	135.64	158.55	85.23	68.11	44.68	30.06	84.73	101.08
Richibucto	100	82.37	73.42	40.92	22.01	-	-	6.91	54.90	29.12
St. Andrew's	100	1,320.46	1,651.87	500.76	536.23	461.71	539.31	453.23	467.33	442.91
St. John	100	109.94	120.87	126.76	224.21	248.79	218.95	196.83	245.79	242.52
St. Martin's	-	-	-	-	100.00	91.06	104.71	76.15	89.52	77.02
Quebec	100	84.85	65.06	68.33	87.39	65.56	78.89	44.31	88.70	114.47
Montreal	100	189.32	267.48	431.56	661.82	829.21	827.36	1,066.98	1,382.91	1,281.97
Vancouver	-	-	100.00	164.42	349.85	494.92	611.03	899.36	1,062.06	1,291.05
Victoria	-	100.00	176.48	251.55	497.58	635.99	526.82	702.75	854.47	843.98
Prince Edward Island.	-	100.00	53.23	118.72	117.85	4.95	21.20	50.41	74.09	61.72
Nova Scotia	100.00	111.48	172.37	248.66	321.25	537.51	425.72	396.39	442.82	484.41
New Brunswick	100.00	121.69	138.29	137.89	204.56	197.35	182.70	155.82	209.24	202.49
Canada	100.00	133.22	206.47	279.14	419.08	534.43	500.75	564.31	693.86	747.93

TABLE 8.--Index Numbers showing Trend of Clearances of Sea-going Vessels in Principal Maritime Ports, 1870-1933 (Fiscal Years) - Continued.

Port	1925	1926	1927	1928	1929	1930	1931	1932	1933
Charlottetown	70.50	65.97	60.21	78.74	77.40	92.20	114.07	121.43	122.54
Halifax	1,218.71	1,344.78	1,219.79	1,313.08	1,535.47	1,715.36	1,488.16	1,462.12	1,339.12
Liverpool	107.90	140.10	110.08	64.20	96.78	156.73	430.04	484.25	516.36
Louisburg	626.93	838.53	2,949.96	818.10	641.77	1,001.37	174.53	129.48	271.48
Lunenburg	218.59	259.58	193.56	125.41	139.08	145.92	144.84	126.07	100.18
North Sydney	995.25	965.37	2,062.50	1,860.25	1,954.44	1,843.73	1,531.00	1,424.34	1,237.64
Pictou	7.08	10.39	10.04	7.80	8.88	9.35	5.70	0.56	2.03
Port Hawkesbury	20.08	16.30	20.71	25.30	22.47	100.27	69.63	64.99	36.31
Sandy Point	60.33	49.71	50.43	49.42	47.40	32.92	58.62	40.51	25.36
Sydney	720.64	602.43	1,198.43	841.59	979.71	834.87	751.31	345.38	141.89
Windsor	428.26	557.06	534.75	456.94	527.02	463.71	448.34	372.95	219.58
Yarmouth	704.42	763.57	759.94	862.56	1,539.82	1,270.24	1,618.29	1,588.08	1,936.73
Campbellton	194.22	203.33	182.61	213.75	133.72	123.00	87.34	125.22	75.21
Campo Bello	780.86	845.94	846.57	1,263.62	1,148.26	1,549.10	3,802.21	3,762.90	2,086.17
Chatham	63.62	60.84	43.47	45.10	48.47	45.74	44.54	79.45	28.84
North Head	274.51	271.80	255.82	278.96	279.09	328.93	903.54	916.95	582.58
Newcastle	26.91	124.66	47.06	22.70	40.52	9.85	22.98	23.31	21.62
Richibucto	17.07	30.30	23.13	24.28	31.03	22.26	48.44	31.81	16.49
St. Andrew's	535.25	625.81	641.79	612.29	551.90	698.46	1,188.97	1,324.50	1,084.34
St. John	246.38	291.06	315.55	256.71	277.05	232.32	251.07	224.45	328.43
St. Martin's	156.30	167.47	-	-	-	-	-	-	-
Quebec	139.32	159.59	179.19	178.43	167.93	129.15	137.27	170.55	170.03
Montreal	1,455.54	1,528.02	1,387.02	1,705.88	1,929.78	1,585.86	1,498.36	1,355.46	1,440.84
Vancouver	1,336.95	1,630.80	1,617.39	1,853.24	2,102.21	1,971.38	2,095.18	1,968.60	1,919.36
Victoria	938.73	999.09	934.10	913.20	1,011.82	985.64	1,247.35	1,128.07	1,118.95
Prince Edward Island .	59.83	67.82	59.71	79.53	101.59	91.14	116.97	121.67	123.83
Nova Scotia	590.35	638.64	703.28	676.58	790.47	823.58	738.09	670.32	600.78
New Brunswick	196.52	227.31	230.36	196.37	207.78	180.60	221.83	213.01	258.26
Canada	828.26	921.41	925.78	968.11	1,088.07	1,043.33	1,071.55	1,023.16	998.34

5.--INTERCOLONIAL AND PRINCE EDWARD ISLAND RAILWAY RECORDS.

The accompanying table (Table 9) shows the number of passengers and tons of freight carried on the Intercolonial and Prince Edward Island Railways, in comparison with all Canadian Railways, back to 1876, the first year for which statistics are available. The statistics of the Prince Edward Island and Intercolonial were included with those of the National Transcontinental and other Canadian Government railways in 1920, and with the Canadian National System from 1923 on; they consequently cannot be separately recorded beyond 1919.^x

Freight traffic, it will be noted, did not increase relatively as rapidly on the Prince Edward Island Railway as on Canadian railways as a whole, but on the Intercolonial the rate of increase was very similar from 1897 to 1915, and more rapid from 1915 to 1919. This no doubt was partly due to shipments of war materials which passed through the Maritime Provinces but did not wholly originate in them.

Since 1921, a record by provinces of the tons of freight originated by the railways and received from foreign connections is available. Table 10 contains the figures for the Maritime Provinces.

It will be noted that loadings in Prince Edward Island showed a more rapid increase up to 1930 than in the other two provinces and also greater than in the Dominion. In New Brunswick loadings showed only slight fluctuations to 1930 and in Nova Scotia they followed very closely the same course as in the Dominion. Total loadings in the three Maritime Provinces during 1929-1933 were relatively heavier than in the rest of Canada, the average for the four years being 11 per cent above the 1921 loading whereas for the Dominion there was a decline of 4 per cent. The record is of originating tonnage only and is less than total tonnage by the amount of freight originated on one railway and delivered to another for furtherance.

The Intercolonial, of course, does not handle all the freight in Nova Scotia and New Brunswick; since the Canadian Pacific Railway entered the field the Intercolonial has possibly carried an increasingly smaller proportion of the total. The record, however, shows, as above stated, that its freight traffic in the two provinces has developed up to 1919 at least as rapidly as in Canada as a whole, while for 1921-1928 the tonnage originating in these provinces was approximately a uniform proportion of the total for Canada and for 1929-1933 it was a somewhat larger percentage.

^xThe "all Canadian railways" tonnage in the table includes duplication where two or more railways handled the same freight.

TABLE 9.--Number of Passengers and Tons of Freight Carried by the Intercolonial and Prince Edward Island Railways.

Year Ended June 30	Intercolonial Railway		Prince Edward Island Railway		All Canadian Railways	
	No. of Passengers Carried	Tons of Freight Carried	No. of Passengers Carried	Tons of Freight Carried	No. of Passengers Carried	Tons of Freight Carried
1876	547,930	342,196	93,968	28,358	5,544,814	6,331,757
1877	613,428	421,327	93,478	41,039	6,073,233	6,859,796
1878	618,957	522,710	111,428	38,923	6,443,924	7,883,472
1879	640,101	510,861	105,046	38,668	6,523,816	8,348,810
1880	581,483	561,924	90,533	37,208	6,462,948	9,938,858
1881	631,245	725,577	102,937	45,336	6,943,671	12,065,323
1882	779,994	838,596	118,436	48,315	9,352,335	13,575,787
1883	878,600	970,961	117,162	51,920	9,579,984	13,266,255
1884	920,870	1,001,163	118,988	51,841	9,982,358	13,712,269
1885	914,785	970,069	130,423	57,346	9,672,599	14,659,271
1886	889,864	1,008,545	120,374	57,913	9,861,024	15,670,460
1887	940,144	1,131,334	130,067	53,587	10,698,738	16,356,335
1888	996,194	1,275,995	131,246	59,603	11,416,791	17,172,759
1889	1,091,189	1,204,790	152,780	55,682	12,151,105	17,928,626
1890	1,170,249	1,353,417	133,099	51,604	12,821,262	20,787,469
1891	1,298,304	1,304,534	145,508	59,511	13,222,568	21,753,021
1892	1,297,732	1,264,575	139,389	51,064	13,533,414	22,189,923
1893	1,292,878	1,388,080	132,111	56,718	13,618,027	22,003,599
1894	1,301,062	1,342,710	123,727	53,577	14,462,498	20,721,116
1895	1,352,667	1,267,816	125,089	48,525	13,987,580	21,524,421
1896	1,471,866	1,379,618	122,586	46,395	14,810,407	24,266,825
1897	1,501,690	1,296,028	121,498	52,147	16,171,338	25,300,331
1898	1,528,444	1,434,576	126,510	57,539	18,444,049	28,785,903
1899	1,603,095	1,750,761	129,667	57,968	19,133,365	31,211,753
1900	1,791,754	2,151,208	147,471	62,247	21,500,175	35,946,183
1901	2,025,295	2,111,310	157,793	73,696	18,385,722	36,999,371
1902	2,186,226	2,385,816	184,748	75,381	20,679,974	42,376,527
1903	2,404,230	2,790,737	205,265	106,519	22,148,742	47,373,417
1904	2,663,156	2,664,149	224,567	86,286	23,640,765	48,097,519
1905	2,810,960	2,782,257	235,194	73,969	25,288,723	50,793,957
1906	2,737,160	3,156,189	256,092	87,162	27,989,782	57,966,713
1907	2,672,926	3,695,641	303,437	92,347	32,137,319	63,866,135
1908	2,866,408	4,008,541	323,935	98,590	34,044,992	63,071,167
1909	2,933,754	3,552,739	331,777	111,440	32,683,309	66,842,258
1910	3,176,154	3,984,054	352,528	103,100	35,894,575	74,482,866
1911	3,286,942	4,254,803	361,458	109,345	37,097,718	79,884,282
1912	3,473,273	4,674,692	404,564	124,242	41,124,181	89,444,331
1913	3,867,735	5,316,461	436,833	122,714	46,230,765	106,992,710
1914	3,927,559	5,082,484	443,129	116,426	46,702,280	106,393,989
1915	3,626,897	4,442,510	404,598	122,257	46,322,035	87,204,833
1916	4,305,441	6,182,949	424,467	116,856	49,027,671	109,659,088
1917	4,498,678	7,120,511	393,758	159,041	53,749,680	121,916,272
1918	4,632,016	8,177,862	376,891	193,470	44,948,638	127,543,687
1919	4,809,142	8,159,265	365,333	216,007	43,754,194	116,699,572
Year Ended Dec. 31						
1919	-	-	-	-	47,940,456	111,487,780
1920	-	-	-	-	51,318,422	127,429,154
1921	-	-	-	-	46,793,251	103,131,132
1922	-	-	-	-	44,383,620	108,530,518
1923	-	-	-	-	44,834,337	118,289,604
1924	-	-	-	-	42,921,809	106,429,355
1925	-	-	-	-	41,458,084	109,850,925
1926	-	-	-	-	42,686,166	122,476,822
1927	-	-	-	-	41,840,550	125,967,439
1928	-	-	-	-	40,592,792	141,230,026
1929	-	-	-	-	39,070,893	137,855,151
1930	-	-	-	-	34,698,767	115,229,511
1931	-	-	-	-	26,396,812	85,993,206
1932	-	-	-	-	21,099,582	67,722,105
1933	-	-	-	-	18,055,287	61,499,748 ^x

^x Preliminary.

TABLE 10.--Railway Freight Traffic--Tons of Freight Originated and Received from Foreign Connections.

Year Ended Dec. 31	Prince Edward Island	Nova Scotia	New Brunswick	Total Maritimes	Canada
1921	92,411	5,565,494	2,193,474	7,851,379	83,894,436
1922	102,536	5,621,299	2,535,483	8,259,318	88,854,800
1923	95,263	6,526,241	2,774,749	9,396,253	103,757,559
1924	112,375	5,943,907	2,764,864	8,821,146	93,650,916
1925	138,231	4,221,222	2,713,063	7,072,516	96,239,379
1926	159,073	6,818,973	2,824,177	9,802,223	107,003,864
1927	211,974	7,561,796	2,954,578	10,728,348	107,557,957
1928	247,736	7,410,020	2,798,574	10,456,330	119,227,758
1929	265,912	8,262,393	3,077,504	11,605,809	114,600,778
1930	293,392	7,442,856	3,093,984	10,830,232	95,833,228
1931	243,158	5,886,124	2,171,526	8,300,808	73,837,245
1932	148,579	4,448,385	1,612,531	6,209,495	60,468,093
1933	160,913	4,744,281	1,647,599	6,552,793	57,099,111

CHAPTER V.--WEALTH AND INCOME OF THE MARITIME PROVINCES.

Wealth.--The total estimated capital wealth of the Atlantic Maritime Provinces of Canada in 1929, as computed by the so-called "inventory" method of adding together the values of material property of various kinds, amounted to \$1,863,127,000, or \$1,850 per capita. Of this total, \$163,929,000, or \$1,863 per capita, was allocated to Prince Edward Island; \$911,126,000, or \$1,769 per capita, to Nova Scotia; and \$788,072,000, or \$1,951 per capita, to New Brunswick. The national wealth of Canada in 1929 by this method of estimation was \$30,840,210,000, or approximately \$3,075 per capita, so that the wealth of the Maritime Provinces is about 6 per cent of that of the Dominion as a whole. (Figures are given in Table 1.)^x

The capital invested in farms, including implements and live stock, was the largest item, aggregating \$342,870,000, or 18.4 per cent of the whole. The value of agricultural production in 1929, \$109,307,000, is included as representing the average stocks of agricultural goods in the possession of farmers and traders and the amount invested in the preparation for the new crop. Thus the agricultural wealth of the three Maritime Provinces may be totalled as \$452,177,000, or 24.27 per cent of the entire estimated capital wealth of that section.

The second largest element in total estimated capital wealth was urban real property. This includes the assessed valuations of taxed and exempted property, to which was added one-third to provide for under-valuation by assessors, and for roads, bridges, sewers, and other public works. The estimated value, as based on returns for 1929 received in the Dominion Bureau of Statistics from the municipalities, was \$294,110,000, or 15.78 per cent of the total wealth of the Maritimes.

The wealth invested in steam railways, computed from the cost of road and equipment, and distributed by provinces on the basis of mileage, constituted the next largest item, amounting to \$278,691,000, or 14.96 per cent of the total.

Other important items include the capital invested in household furnishings and other personal property, amounting to \$147,787,000, or 7.9 per cent; forest industries amounting to \$138,300,000 or 7.4 per cent; trading establishments, \$84,213,000, or 4.5 per cent; and capital employed in mines which totalled \$72,302,000 or 3.9 per cent.

On the basis of the estimated 1929 population of 1,007,000, per capita wealth invested in farms and equipment was \$340; in urban real property, \$292; in railways \$277, in forests, etc., \$137, and in household furnishings, clothing, etc., \$146. Further details may be examined in Table 1. Historical data on a comparable basis are not available.

The 1929 estimate of Canada's national wealth is the latest at present available. It is difficult, even in normal times, to reduce all the things which make up wealth (things which once created are not subject to violent change) to a common denominator. Estimates of national wealth must always be expressed in terms of the national currency and thus, normally, in terms of gold dollars. Yet the purchasing power of the currency unit is constantly fluctuating and since 1929 has increased by more than 50 per cent in terms of wholesale prices. Even in 1930 the average index of wholesale prices was down by nearly 10 per cent from 1929, while in December of that year the average index number of wholesale prices was 19 per cent lower than in the same month of 1929.

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The effect of such drastic reductions in values, first felt by the commodities which are being currently produced and through these commodities the dollar value of production is diminished and consequently the national income of a country where most of the people are producers. Ultimately a persistent decline of this character affects the capital values of real estate, buildings, machinery, etc., and its influence is then felt in a reduction of the national wealth as stated in dollars. The 1929 estimate which is considered to represent values in that year with approximate accuracy is the latest which has been compiled by the Bureau of Statistics and Table 1 shows the national wealth on that basis.

^xThe inventory method of computing national wealth includes, as above stated, only natural wealth which has been appropriated. It does not include the values of undeveloped natural resources, nor does it make any allowance for mortgages, stocks, bonds, etc., which merely represent material property. Thus for Nova Scotia it includes the value of the machinery and other capital equipment used in coal mining, but not the coal in the mine; it includes the boats used for fishing but not the fish which the boats are used to catch; it includes the turbines and dynamos used in developing water power, but not the waterfalls themselves. In the case of forest wealth, partial exception is made by the inclusion of accessible raw materials. Such an estimate has a distinct value; but when the purpose is comparative as between different provinces, it tends to understate the wealth of any province which is especially rich in mines, fisheries or water power. The capital employed in the Nova Scotia coal mines is probably equivalent only to about three years' purchase of the coal output. It appears probable also that this method of estimating wealth hardly does justice to the Maritimes, or allows for all the property values owned by their people. Since the Maritimes are one of the oldest parts of Canada, their people have had more time to accumulate wealth, and in all probability own considerable wealth which is physically situated in other parts of the country or elsewhere.

TABLE 1.--Estimate of the National Wealth of Maritime Provinces and Canada, 1929.

Classification of Wealth	Prince Edward Island \$	Nova Scotia \$	New Brunswick \$	Maritime Provinces \$	Canada \$
Farm values (land, buildings, implements, machinery and livestock)	67,015,000	134,725,000	141,130,000	342,870,000	6,308,353,000
Agricultural Production in the possession of farmers and traders	25,976,000	43,412,000	39,919,000	109,307,000	1,631,124,000
Total agricultural wealth	92,991,000	178,137,000	181,049,000	452,177,000	7,939,477,000
Mines (capital employed)	(1)	67,357,000	4,945,000	72,302,000	367,021,000
Forests (estimated value of accessible raw materials, pulpwood and capital invested in woods operations) ..	1,600,000	58,000,000	78,700,000	138,300,000	1,377,000,000
Fisheries (capital invested in boats, gear, etc. in primary operations)	725,000	7,447,000	4,157,000	12,329,000	33,935,000
Central electric stations (capital invested in equipment, materials, etc.)	447,000	8,397,000	13,775,000	22,619,000	554,327,000
Manufactures (machinery and tools and estimate for capital in rural lands and buildings, duplication excluded)	1,301,000	36,778,000	40,221,000	78,300,000	1,418,040,000
Manufactures (materials on hand and stocks in process, duplication excluded)	496,000	21,582,000	21,208,000	43,286,000	837,805,000
Construction, custom and repair (estimate of capital invested in machinery and tools, materials, etc.) ..	171,000	3,176,000	1,678,000	5,025,000	137,685,000
Trading establishments (estimate of the value of furniture, fixtures, delivery equipment and materials on hand)	5,168,000	42,119,000	36,926,000	84,213,000	1,136,291,000
Steam railways (investment in road and equipment) ...	21,190,000	109,020,000	148,481,000	278,691,000	3,153,351,000
Electric railways (investment in road and equipment) ..	-	10,077,000	3,063,000	13,140,000	240,111,000
Telephones (cost of property and equipment)	766,000	8,457,000	5,369,000	14,592,000	291,589,000
Urban real property (assessed valuations and exempted property and estimate for under valuation by assessors and for roads, sewers, etc.)	13,954,000	181,262,000	98,894,000	294,110,000	8,251,011,000
Canals (amount expended on construction to March 31, 1930)	-	1,494,000	45,000	1,539,000	241,946,000
Harbours (investment in)	4,383,000	20,866,000	31,869,000	57,118,000	367,483,000
Shipping (including aircraft)	882,000	13,417,000	3,615,000	17,914,000	149,306,000
Imported merchandise in store (estimated at one-half imports during 1929)	786,000	17,846,000	13,225,000	31,857,000	649,477,000
Automobiles (estimate of the value of automobiles registered)	3,949,000	25,354,000	20,360,000	49,663,000	758,424,000
Highways, etc.	1,300,000	11,992,000	13,188,000	26,480,000	364,896,000
Household furnishings, clothing, etc. (estimated from production and trade statistics)	12,052,000	77,043,000	58,692,000	147,787,000	1,370,000,000
Specie, coin and other currency held by the Government, chartered banks and the general public	1,768,000	11,305,000	8,612,000	21,685,000	201,030,000
Total	163,929,000	911,126,000	788,072,000	1,863,127,000	30,840,210,000
Percentages	0.53	2.95	2.56	6.04	100.00

(1) Included in Nova Scotia.

Income.--We have no direct statistics of total income in Canada and perhaps the best measure is general production. As shown elsewhere (Chapter III) the net value of production in the Maritime Provinces was in 1929, \$240,214,000; in 1930, \$209,811,000 and in 1931, \$170,740,000.

The term "production" is used here in its popular acceptance, i.e., as including such processes as the growing of crops, extraction of minerals, capture of fish, conversion of water power into electrical current, manufacturing, etc.--in economic phrase, the creation of "form utilities". It does not include various activities which are no less "productive" in a broad and strictly economic sense, such as (a) transportation, refrigeration, merchandising, etc., which add to commodities already worked up into form the further utilities of "place", "time" and "possession", and (b) personal and professional services, such as those of the teacher and the doctor, which are not concerned with commodities at all, but are nevertheless essential to any civilized society--representing, in economic language, the creation of "service utilities".

As showing the importance of the latter activities it may be pointed out that according to the census of 1931 out of 353,274 persons of ten years of age and over reported as gainfully employed in the Maritime Provinces, 27,741 were engaged in transportation activities, 29,374 in trade, 4,282 in finance and 60,047 in service occupations. While 6,243 of the latter were engaged in custom and repair work the value of which is included in the net production figures referred to above, the value of the production of the remaining 115,201 gainfully occupied persons in the four occupational groups just mentioned would not appear to be included to any extent. Then on the assumption that these 115,201 gainfully occupied persons were no less productive in the broad sense of the term than the remaining 238,073 gainfully occupied persons (of whom they amounted to about 50 per cent), 50 per cent should be added to the total net production to arrive at an estimate of the total productive activity of the Maritime people, according to the economist's

idea of production which approximates to the concept of national income.^x According to this broader interpretation, Maritime production represented created values of approximately \$360,000,000 in 1929; \$315,000,000 in 1930; and \$256,000,000 in 1931.

In order to arrive at the figures of national income, however, considerable deductions from the above amounts must be made--deductions especially connected with the maintenance of the industrial equipment of the country providing not only for depreciation but for obsolescence or replacement by new and improved apparatus. After these deductions (which probably amount to around 8 per cent of the annual value of productive activities) have been made, the income of the Maritime people is estimated at somewhere in the neighborhood of \$331,000,000 or \$329 per capita in 1929; \$290,000,000 or \$288 per capita in 1930 and \$236,000,000 or \$234 per capita in 1931.⁴ Similar figures for all Canada are \$5,500,000,000 or \$548 per capita in 1929; \$4,750,000,000 or \$465 per capita in 1930 and \$3,700,000,000 or \$366 per capita in 1931.

Income Tax Statistics.--A table is appended (Table 2) showing income reported to the Income tax authorities for each of the Maritime Provinces, 1925-1933 with comparative figures for the other provinces and for Canada as a whole.^{1/} Such data are often used in comparing the prosperity of different localities, and when used with care they have a value for this purpose. It is necessary, however, to observe certain cautions among which may be mentioned:

- (1) The income reported to the income tax authorities is mainly taxable income, i.e. income of persons or corporations which exceeds the limit of exemption. This limit has frequently been changed with the result that the income passing under survey changes also.^{2/} Persons whose incomes are too small to be taxable are not ordinarily required to make returns. Under the present law, a community containing a few rich men and many poor ones would appear more prosperous by this criterion than one containing a large population of families with moderate incomes.
- (2) Much of the income received in kind is not reported to the income tax authorities, e.g. home-grown produce consumed on the farm. Similarly the person who owns a house and rents it to another must report the net rent as a part of his income; but the person who owns a house and occupies it himself is not required to pay income tax on its rental value.
- (3) There is doubtless considerable understatement of income.
- (4) Corporate incomes are usually reported at their head offices although they may be earned and distributed elsewhere. This consideration doubtless reduces the income of the Maritime Provinces as shown in tax returns.
- (5) A country may collect income taxes on income arising within its borders which is subsequently paid to foreign capitalists or workers. Thus the difference between the income of Ontario per capita and that of Nova Scotia may be partly due to investments of foreign (extra-provincial) capital in Ontario, and may be partly counterbalanced by interest payments due from Ontario enterprises to the owners of capital.

^x This method, however, probably adds too much to the value of rural production and too little to the value of urban production, seeing that transportation, banking and finance, retail and wholesale merchandising, and professional and domestic services are particularly characteristic of the larger cities.

⁴ As in the case of capital wealth, this estimate of income, being based upon production, probably underestimates the income of the Maritime Provinces, since their people, as an old-established and "creditor" type, doubtless receive considerable income arising out of investments in the newer parts of the country and elsewhere.

^{1/} It should be remembered that the bulk of the income tax is collected in April, May and June, the first quarter of the fiscal year on the income of the then preceding calendar year. Thus the figures of income assessed for the fiscal year ended March 1, 1933 apply in the main to the calendar year, 1931, the income tax due on these incomes being collected mainly in April, May and June 1932. Similarly the figures of income assessed in the fiscal year 1932 apply for the most part to incomes earned in the calendar year 1930 and so on.

^{2/} In Canada on account of the relatively high standard of living of our people the exemption limit has been comparatively high. Under the income tax legislation of 1926-1931 the exemption limit for individual income tax was \$3,000 for married and \$1,500 for single persons in respect of incomes of the years 1925 to 1930 both inclusive. In the session of 1932, however, the exemption limit was reduced to \$2,400 for married and \$1,200 for single persons in respect of incomes of 1931, while in the 1933 session a further reduction was made to \$2,000 for married and \$1,000 for single persons in respect of incomes of 1932. The effect of the former reduction is reflected in the large increase in the number of income tax payers in the lower income classes in 1932-1933, while the effect of the latter reduction will be seen when income tax statistics for 1933-1934 become available. The general rate of corporation income tax which, after an exemption of \$2,000 had been 10 per cent on incomes under \$5,000 and 10½ per cent on incomes \$5,000 or over from 1919 to 1924, was reduced to 9 per cent on incomes of 1925, 8.1 per cent on incomes of 1926 and 8 per cent on incomes of 1927, 1928 and 1929. It was raised again to 10 per cent on incomes of 1930, to 11 per cent on incomes of 1931 of \$5,000 or less and 11.55 per cent on incomes in excess of \$5,000 and to 12½ per cent on incomes of 1932 with an extra 1 per cent where corporations and joint stock companies filed a return consolidating their profit or loss with that of their subsidiary or subsidiaries. Again in respect of the income of 1932 the \$2,000 exemption hitherto afforded corporations was removed. These 1933 changes in rates, however, do not affect the statistics for 1932-1933 here presented.

TABLE 2.--Amount of Income Assessed for the Purpose of the Income War Tax by Provinces, 1925-1933.

	Prince Edward Island \$	Nova Scotia \$	New Brunswick \$	Quebec \$	Ontario \$
1925	1,590,134	22,613,331	19,500,707	288,731,449	4,36,971,432
1926	1,841,389	19,997,318	19,098,829	267,852,358	4,66,678,836
1927	1,564,607	14,586,443	14,727,822	214,172,270	330,875,841
1928	1,906,145	19,187,670	15,855,847	247,108,323	501,698,431
1929	2,201,506	20,418,952	16,638,582	342,206,962	554,038,353
1930	2,293,916	20,183,735	16,743,421	402,108,906	599,709,588
1931	2,238,000	22,954,032	17,441,133	374,899,266	634,211,212
1932	1,981,321	22,748,690	15,941,318	234,313,011	508,414,692
1933	2,015,664	23,699,355	16,253,444	259,566,516	448,057,907

	Manitoba \$	Saskatchewan \$	Alberta \$	British Columbia \$	Canada \$
1925	73,497,253	40,415,300	41,874,721	72,390,078	999,160,248
1926	67,156,023	35,848,382	42,586,566	80,619,635	1,003,110,646
1927	50,118,276	27,080,457	29,766,879	60,602,251	744,184,891
1928	73,008,012	39,130,763	37,164,202	103,587,321	1,040,232,948
1929	69,131,365	45,770,126	37,692,873	106,218,237	1,195,402,266
1930	83,659,145	42,729,044	47,251,766	109,367,418	1,325,193,444
1931	84,061,015	38,709,748	79,999,021	115,849,332	1,371,478,640
1932	56,619,647	24,279,759	45,115,980	82,033,481	992,606,220
1933	53,808,386	19,765,936	32,757,215	87,124,464	944,091,564

Assessment per Capita

	Prince Edward Island \$	Nova Scotia \$	New Brunswick \$	Quebec \$	Ontario \$
1925	18.28	43.66	50.13	118.04	145.03
1926	21.41	38.75	48.84	107.35	152.56
1927	18.19	28.32	37.48	84.02	106.36
1928	21.91	37.26	40.04	94.93	158.56
1929	25.30	39.65	41.81	128.79	172.12
1930	26.07	39.19	41.75	148.11	182.95
1931	25.43	44.57	43.17	135.25	190.23
1932	22.52	44.26	39.26	82.94	150.15
1933	22.91	46.20	39.84	90.32	130.55

	Manitoba \$	Saskatchewan \$	Alberta \$	British Columbia \$	Canada \$
1925	118.74	51.95	70.61	130.43	110.89
1926	107.45	45.32	71.33	141.19	109.71
1927	79.30	33.60	49.45	103.07	80.07
1928	114.25	47.66	61.13	170.94	110.07
1929	106.19	54.42	59.55	170.49	124.04
1930	125.99	49.57	71.81	170.62	134.74
1931	124.17	43.84	116.96	175.80	136.75
1932	82.18	26.89	63.72	121.35	97.23
1933	76.87	21.44	44.75	125.54	90.99

Indexes of Prosperity.

As akin to the subject of wealth and income certain other data may be employed for comparing the general level of prosperity in the Maritime Provinces with that of the other provinces.

Use of Motor Vehicles.--Motor vehicle registrations are an indirect index of prosperity. The number of motor vehicles registered in each of the Maritime Provinces and in Canada as a whole is shown in Table 3. As passenger cars are, perhaps a better index for the present purpose these are shown separately.

It will be noted that motor vehicle ownership is lower in the Maritimes than the average for Canada. The figures must, of course, be interpreted in the light of local consideration, such as the proportion of rural population prevented by lack of roads or other considerations from using motor cars,--also the presence of urban populations among whom commercial vehicles are much in use.

In Prince Edward Island, where the registration is low, the use of automobiles did not begin until 1913, when it was already well under way in other provinces. In a conservative community the use of automobiles may lag behind the development of the wealth of the community.

The 1931 census returns show the number of automobiles on farms. Motor vehicles on farms in Prince Edward Island numbered 4,254 in 1931 as compared with 687 in 1921. Comparative figures for Nova Scotia are, 1931, 12,001; 1921, 3,464; New Brunswick 1931, 11,551; 1921, 4,111; Canada 1931, 369,678; 1921, 157,022. Thus motor vehicles on farms in Prince Edward Island increased from 1 to every 101.2 of the rural population in 1921 to 1 to 15.9 in 1931. The increase in Nova Scotia was from 1 to every 85.7 to 1 to every 23.4 and in New Brunswick from 1 to every 64.1 to 1 to every 24.2. In Canada as a whole motor vehicles on farms increased from 1 to every 28.2 of the rural population to 1 to every 13 during the same period.

TABLE 3.--Number of Motor Vehicles Registered, Maritime Provinces and Canada, 1909-1933.

	Prince Edward Island	Nova Scotia	New Brunswick	Maritime Provinces	Canada
1909	-	69	167	236	4,763
1910	-	148	299	447	8,967
1911	-	228	483	711	21,519
1912	-	456	700	1,156	34,136
1913	26	511	824	1,361	50,558
1914	31	1,324	1,328	2,683	69,598
1915	34	1,841	1,900	3,775	89,944
1916	50	3,012	2,965	6,027	123,464
1917	303	5,350	5,251	10,904	197,799
1918	639	8,100	6,434	15,173	275,746
1919	967	10,210	8,306	19,483	341,316
1920	1,419	12,450	11,196	25,065	407,064
1921	1,751	14,205	13,615	29,571	465,378
1922	2,167	16,159	13,746	32,072	513,821
1923	2,483	18,354	16,829	37,666	585,050
1924	2,583	20,764	19,975	43,322	652,121
1925	2,955	22,853	19,022	44,830	728,005
1926	3,460	25,879	21,541	50,880	836,794
1927	4,388	30,059	24,544	58,991	945,672
1928	5,430	35,256	28,072	68,758	1,076,819
1929	6,141	40,014	31,852	78,007	1,195,594
1930	7,402	43,036	34,833	85,271	1,239,888
1931	7,744	43,735	33,730	85,209	1,206,836
1932	6,982	41,153	28,044	76,179	1,114,503
1933	6,940	40,443	26,842	-	1,082,957
Number of Passenger Cars Registered					
1921	1,679	12,550	12,585	26,814	318,434
1922	2,059	14,177	12,609	28,845	462,275
1923	2,331	16,084	15,433	33,848	515,178
1924	2,460	18,234	18,310	39,004	573,975
1925	2,824	20,012	17,420	40,256	639,695
1926	3,289	22,551	19,412	45,252	728,067
1927	4,115	26,084	22,289	52,488	821,367
1928	4,952	30,327	25,064	60,343	921,395
1929	5,537	33,748	27,962	67,247	1,013,663
1930	6,611	36,078	30,318	73,007	1,047,494
1931	6,917	36,431	29,233	172,581	1,024,385
1932	6,181	33,798	24,030	64,009	945,564
1933	6,155	33,133	22,890	62,178	911,627

TABLE 3.--Number of Motor Vehicles Registered, Maritime Provinces and Canada, 1909-1933 - Continued.

	Prince Edward Island	Nova Scotia	New Brunswick	Maritime Provinces	Canada
Average Number of Persons Per Passenger Car					
1921	53.0	41.8	30.8	37.3	27.6
1922	43.2	36.8	30.9	34.7	19.3
1923	37.3	32.2	25.2	29.4	17.5
1924	35.0	28.3	21.4	25.5	15.9
1925	30.5	25.7	22.6	24.7	14.5
1926	26.5	22.8	20.4	22.1	13.0
1927	21.1	19.7	17.9	19.1	11.7
1928	17.8	17.0	16.0	16.6	10.7
1929	15.9	15.3	14.4	15.0	9.9
1930	13.3	14.2	13.4	13.8	9.7
1931	12.7	14.1	14.0	13.9	10.1
1932	14.4	15.4	17.2	16.0	11.1
1933	14.5	15.8	18.3	16.6	11.7

Use of Telephones.---Information as to telephone ownership in the Maritime Provinces and Canada is afforded by Table 4.

Telephones are particularly necessary for the business and professional classes, manufacturers, bankers, brokers, and generally for people who depend on speedy communication. They are therefore likely to be found in greater numbers in cities. The great use of telephones in some provinces is therefore not so much a sign of exceptional prosperity in these provinces as a result of urbanization.

TABLE 4.--Telephones in Use in the Maritime Provinces and Canada, 1921-1932.

Year	Prince Edward Island	Nova Scotia	New Brunswick	Maritime Provinces	Canada
1921	4,958	35,418	26,322	66,698	902,090
1922	4,050	36,303	27,314	67,667	942,954
1923	4,137	37,551	27,514	69,202	1,007,995
1924	4,222	38,498	28,128	70,848	1,071,239
1925	4,298	39,242	28,945	72,485	1,142,876
1926	4,562	40,104	30,237	74,903	1,201,008
1927	4,669	41,219	31,254	77,142	1,259,987
1928	4,964	42,776	32,740	80,480	1,334,534
1929	5,159	44,575	33,910	83,644	1,382,822
1930	5,753	46,471	34,935	87,159	1,402,861
1931	5,806	46,932	33,950	86,688	1,364,200
1932	5,511	44,976	31,287	81,774	1,261,245
Persons per Telephone					
1921	18.0	14.8	14.7	15.0	9.7
1922	22.0	14.4	14.2	14.8	9.5
1923	21.0	13.8	14.1	14.4	8.9
1924	20.4	13.4	13.9	14.0	8.5
1925	20.0	13.1	13.6	13.7	8.1
1926	19.1	12.8	13.1	13.3	7.9
1927	18.6	12.5	12.7	13.0	7.6
1928	17.7	12.0	12.2	12.5	7.4
1929	17.1	11.6	11.9	12.0	7.3
1930	15.3	11.1	11.6	11.6	7.3
1931	15.2	10.9	12.0	11.6	7.6
1932	16.1	11.5	13.2	12.5	8.3

Sales of Life Insurance.---Monthly figures published by the Life Insurances Sales Research Bureau of Hartford, Conn., give the sales of new paid-for ordinary life insurance (excluding group policies) in each province as reported by 15 companies doing approximately 85 per cent of all business in Canada. Yearly figures have been taken, to eliminate seasonable fluctuation, and increased one-fifth to allow for business transacted by the smaller companies which do not report to the Hartford bureau. The totals thus obtained are still incomplete, since they fail to allow for business done by friendly societies and fraternal organizations; but they have some value for comparative purposes. (see Table 5).

On the basis of this comparison it appears that the market for life insurance in the Maritime Provinces is not as good as in the other provinces, the annual per capita sales averaging for the most part around two-thirds the all Canada average. There is, however, less fluctuation in the sales in the Maritimes. Per capita sales in 1929, the high point amounted to \$41.4 declining to \$21.8 in 1933, or by 47.3 per cent, while those for all Canada declined from \$72.9 in 1929 to \$33.8 in 1933, or by 53.6 per cent.

A weakness of this index lies in the fact that life insurance sales depend largely on the constitution of the population. The best "prospects" for life insurance are probably young married men. But the emigration which has taken place from the Maritime Provinces has removed precisely these "prospects". For this reason, and also for the reason that urban communities are, on the whole, better fields for insurance, the sales of life insurance probably lead to an underestimate of the savings of the Maritime Provinces. A somewhat better index might be provided by the amount of life insurance in force at any given time, but this is not available by provinces.

TABLE 5.--Sales of Ordinary Life Insurance, Maritime Provinces and Canada, 1921-1933.

(Thousands of Dollars)

	Prince Edward Island	Nova Scotia	New Brunswick	Maritime Provinces	Canada
	\$	\$	\$	\$	\$
1921	2,330	15,667	13,181	31,178	441,284
1922	2,203	13,566	10,537	26,306	406,416
1923	2,101	16,128	11,125	29,354	435,996
1924	2,062	15,499	13,057	30,618	466,256
1925	2,563	16,414	12,316	31,293	505,590
1926	2,863	17,908	13,614	34,385	561,872
1927	3,071	19,098	14,189	36,358	599,244
1928	3,308	19,222	15,726	38,256	691,548
1929	3,176	22,225	16,331	41,732	731,389
1930	3,481	20,522	15,827	39,830	675,569
1931	2,188	20,959	14,082	37,229	582,906
1932	1,400	15,988	11,851	29,239	479,062
1933	1,038	12,600	8,797	22,435	361,253
	\$	\$	Per Capita	\$	\$
1921	26.2	29.9	34.0	31.1	50.2
1922	24.8	26.0	27.1	26.3	45.6
1923	24.1	31.1	28.6	29.5	48.4
1924	24.0	30.0	33.4	30.8	51.0
1925	29.8	31.9	31.3	31.5	54.4
1926	32.9	34.8	34.4	34.5	59.5
1927	35.3	37.1	35.7	36.4	62.2
1928	37.6	37.3	39.2	38.1	70.3
1929	36.1	43.2	40.4	41.4	72.9
1930	39.6	39.9	39.0	39.5	66.2
1931	24.9	40.9	34.5	36.9	56.2
1932	15.7	30.8	28.7	28.6	45.6
1933	11.7	24.1	20.9	21.8	33.8

Building.--Building contracts awarded may be taken as an index of prosperity. They are doubtless more accurate than building permits, which may cover work that is eventually not carried out. Building contracts for the years 1922-1933 are shown in Table 6.

The figures would seem to show greater prosperity in the other provinces than in the Maritimes. Here, too, there are limits to the value of the comparison. Part of the new building in Ontario and Quebec e.g., is to accommodate an increasing population; yet a stationary population might still be enjoying prosperity. Moreover, part of the new building may represent speculative over-production. Again, office buildings in the cities of Ontario and Quebec are largely occupied by enterprises which carry on business in all parts of the country and draw their profits from a wide area; the erection of a new factory or office building in Toronto or Montreal may therefore reflect a successful selling campaign in the Prairie Provinces or in the Maritimes, and may indicate prosperity in the east or west as well as in Ontario. Wherever the initial purchasing power may have been, the industrial and commercial centres will share the result in the form of building contracts.

TABLE 6.--Building Contracts Awarded Maritime Provinces and Canada, 1922-1933.

	Maritime Provinces		Canada	
	No.	Value \$	No.	Value \$
Residential - 1922	-	3,260,000	21,169	104,201,500
1923	224	1,074,600	18,521	97,645,200
1924	189	782,300	17,197	91,224,800
1925	142	614,500	17,905	96,489,900
1926	211	754,200	18,380	109,562,400
1927	172	774,600	19,711	124,939,600
1928	244	1,125,600	19,395	139,166,300
1929	462	1,742,400	25,274	128,901,300
1930	396	1,551,600	20,416	93,291,500
1931	494	2,174,200	17,492	81,684,300
1932	593	1,665,300	8,870	28,892,600
1933	1,014	1,911,600	8,549	23,929,800
Business - 1922	-	3,556,700	3,378	81,385,700
1923	138	3,217,700	2,598	80,436,800
1924	149	3,887,800	2,652	73,666,700
1925	124	3,078,200	2,804	73,067,100
1926	175	3,571,200	3,248	112,408,900
1927	173	5,136,400	3,887	163,428,800
1928	182	8,365,900	4,917	170,226,600
1929	225	6,645,200	5,184	190,161,700
1930	187	8,950,600	3,820	151,103,700
1931	246	7,454,900	3,200	81,174,300
1932	189	3,049,900	2,561	39,399,200
1933	263	3,511,500	2,794	26,276,500
Industrial - 1922	-	819,000	279	25,755,800
1923	18	334,000	361	27,022,000
1924	16	282,800	310	21,765,000
1925	10	136,000	321	40,007,300
1926	19	223,600	401	79,689,700
1927	19	1,289,000	494	39,988,900
1928	24	17,867,200	643	63,300,900
1929	17	1,622,300	680	62,968,800
1930	17	1,096,000	576	31,520,000
1931	26	324,500	365	14,816,000
1932	23	138,400	358	7,820,400
1933	40	198,700	455	9,101,900
Engineering - 1922	-	3,518,300	1,327	120,500,800
1923	225	4,123,100	2,294	109,150,300
1924	168	3,643,800	2,059	89,604,600
1925	201	5,045,000	1,807	88,408,700
1926	118	3,863,300	1,872	71,286,900
1927	190	2,287,600	2,344	90,594,300
1928	189	8,809,200	2,286	99,338,800
1929	136	10,168,400	2,387	194,620,000
1930	147	7,828,400	4,337	181,084,400
1931	388	6,913,800	4,614	137,807,400
1932	271	4,485,900	2,660	56,760,200
1933	172	1,596,900	1,609	37,981,600
Total - 1922	-	11,154,000	26,153	331,843,800
1923	605	8,749,400	23,776	314,254,300
1924	522	8,596,700	22,218	276,261,100
1925	477	8,873,700	22,837	297,973,000
1926	523	8,412,300	23,901	372,947,900
1927	554	9,487,600	26,436	418,951,600
1928	639	36,167,900	27,241	472,032,600
1929	840	20,178,300	33,525	576,651,800
1930	747	19,426,600	29,149	456,999,600
1931	1,154	16,867,400	25,671	315,482,000
1932	1,076	9,339,500	14,449	132,872,400
1933	1,489	7,218,700	13,407	97,289,800

TABLE 6.--Building Contracts Awarded Maritime Provinces and Canada, 1922-1933 - Continued.

	Maritime Provinces		Canada
	Value		Value
	\$		\$
Total Building Contracts per Capita -			
1922	11.2		37.2
1923	8.8		34.9
1924	8.7		30.2
1925	8.9		32.1
1926	8.4		39.5
1927	9.5		43.5
1928	36.0		48.0
1929	20.0		57.5
1930	19.3		44.8
1931	16.7		30.4
1932	9.1		12.6
1933	7.0		9.1

Radios.--In the 1931 census information was collected as to the ownership of radio receiving sets. The number of radios per 1,000 of the rural population in Prince Edward Island was, in 1931, 26.46 and of the urban population, 63.28. Similar figures for Nova Scotia are 32.07 and 72.03 and for New Brunswick, 22.79 and 72.9 respectively. In Canada as a whole there were 45.78 radios per 1,000 of the rural population and 98.87 per 1,000 of the urban population.

Other.--The consumption of various luxuries such as tobacco, sugar, tea, coffee, etc. is sometimes used as an index of prosperity. None of these tests can be applied in the present instance as provincial statistics of consumption are not available. Various plans have been proposed to measure consumption, such as the use of sales tax collections, luxury taxes, taxes on theatre tickets, etc. but for obvious reasons they are not applicable under the methods of collection followed in Canada.

CHAPTER VI.--PRICES AND COST OF LIVING IN THE MARITIME PROVINCES

Data currently available for Canadian cost of living comparisons are limited to food prices, fuel and lighting costs, and rent. These have been compiled regularly since 1913, but comparative data for clothing, house furnishings, and service costs are not as yet sufficiently comprehensive for accurate long-period measurements.

A. Interprovincial Index Number Comparisons Based on Foods, Fuel and Lighting, and Rent.

Province	1933 Percentage Variation From Average Prices in 1913	1933 Percentage Variation From Average Prices in 1926
Nova Scotia	+ 9.7	-22.8
Prince Edward Island	+10.2	-19.7
New Brunswick	+13.4	-25.7
Quebec	+ 3.6	-26.5
Ontario	+13.0	-27.9
Manitoba	+13.8	-29.7
Saskatchewan	+ 7.4	-34.3
Alberta	+ 3.0	-29.4
British Columbia	+13.0	-25.4

This shows that Quebec, Saskatchewan and Alberta in 1933 were the only three provinces in which prices had dropped back closer to 1913 levels than they had in the Maritimes. Ontario, Manitoba, and British Columbia indexes on a 1913 base were all higher than an average for the Maritimes. Since 1926, however, prices have fallen in other parts of Canada faster than they have in the eastern provinces according to data presented above, but the difference has not been great (see also Table 1 herewith). It has been due in large part to the rigidity of Maritime rental costs in the last three years.

B. Comparisons of Actual Prices, 1933.

The following table shows the differences between Maritime weekly budgets for foods, fuel and lighting, and rents, and similar budgets for the other provinces in 1933. These items cover about 60 per cent of the average wage earners' total budget.

	<u>Foods</u>	<u>Fuel and Lighting</u>	<u>Rent</u>	<u>Total</u>
Maritime average	\$7.28	\$2.59	\$5.73	\$15.61
Difference for Quebec	-0.83	+0.26	-0.50	- 1.08
Ontario	-0.27	+0.40	+0.12	+ 0.24
Manitoba	-0.52	+0.35	+0.53	+ 0.35
Saskatchewan	-0.50	-0.63	+0.59	- 0.55
Alberta	-0.52	-0.86	+0.23	- 1.16
British Columbia	+0.50	-0.14	-0.11	+ 0.24

This indicates food prices too have been slightly higher in the Maritimes than in other provinces with the exception of British Columbia, while rents, on the contrary, averaged lower. Fuel and lighting costs were lower than in Ontario, Quebec, and Manitoba, but higher than in the three most westerly provinces.

Food budgets shown in Table 3 and 4, which follow, indicate that prices in December, 1933, were generally higher in United States border cities than in eastern Canada. Likewise average food costs in the United States were higher than for Canada as a whole, but differences in food consumption habits in the two countries make this last comparison less accurate than those preceding. The use of United States consumption weights would reduce the disparity between the two budget totals by an appreciable amount.

TABLE 1.--Index Numbers of a Family Budget of Staple Foods, Fuel and Lighting, and Rent, by Provinces in Canada.

(Dominion Average 1913=100)

	<u>Staple Foods</u>							
	1926	1927	1928	1929	1930	1931	1932	1933
1. Nova Scotia	154.8	148.6	149.3	153.5	151.6	121.7	102.9	99.5
2. Prince Edward Island	142.3	136.8	134.3	139.1	140.4	115.4	95.4	94.9
3. New Brunswick	155.9	150.1	149.0	151.4	149.1	119.9	102.1	99.9
4. Quebec	144.9	139.4	139.2	142.8	138.8	107.4	89.4	87.9
5. Ontario	154.2	150.8	151.0	153.8	148.7	114.5	95.7	95.5
6. Manitoba	142.2	141.6	145.6	151.2	144.5	108.8	93.0	92.1
7. Saskatchewan	148.6	150.7	152.3	158.3	149.1	110.4	93.4	92.4
8. Alberta	147.5	148.4	151.1	158.9	150.9	111.8	93.0	92.1
9. British Columbia	163.1	163.2	164.6	170.4	164.5	129.6	106.9	106.0

TABLE 1.--Index Numbers of a Family Budget of Staple Foods, Fuel and Lighting, and Rent,
by Provinces in Canada - Continued.

(Dominion Average 1913=100)

Fuel and Lighting

	1926	1927	1928	1929	1930	1931	1932	1933
1. Nova Scotia	155.5	150.8	152.4	151.8	150.3	149.2	139.3	131.4
2. Prince Edward Island	167.0	162.8	152.4	154.5	153.9	152.9	150.8	138.7
3. New Brunswick	168.1	164.4	161.8	160.2	160.7	156.0	147.6	140.3
4. Quebec	177.5	175.4	174.9	174.9	173.3	167.0	157.1	149.2
5. Ontario	182.2	179.1	177.0	177.0	175.9	173.3	164.9	156.5
6. Manitoba	184.8	183.2	184.8	189.5	190.1	181.7	159.2	153.9
7. Saskatchewan	181.2	182.7	183.8	181.2	174.9	160.7	112.6	102.6
8. Alberta	126.2	122.0	108.4	100.5	100.5	97.4	94.2	90.6
9. British Columbia	147.6	147.1	147.1	147.6	147.6	146.1	137.2	128.3

Rent

1. Nova Scotia	117.9	117.9	117.9	117.9	121.1	126.9	126.9	117.5
2. Prince Edward Island	118.5	118.5	118.5	122.3	123.8	123.8	123.8	123.2
3. New Brunswick	142.1	142.1	142.1	142.1	139.4	135.6	132.4	124.2
4. Quebec	120.8	121.7	122.7	123.2	125.9	124.4	118.1	110.1
5. Ontario	151.8	151.2	153.1	154.3	155.8	153.3	139.6	123.2
6. Manitoba	184.2	184.2	184.2	184.2	184.2	176.6	153.5	131.8
7. Saskatchewan	184.2	184.2	184.2	184.2	185.7	176.8	156.0	133.1
8. Alberta	151.8	152.4	151.8	157.9	161.7	160.4	143.6	125.5
9. British Columbia	135.8	136.6	138.1	139.8	140.8	140.2	131.4	118.3

Grand Total

1. Nova Scotia	142.1	138.4	138.9	141.0	140.8	127.0	115.8	109.7
2. Prince Edward Island	137.3	134.0	131.2	135.3	136.3	123.1	112.4	110.2
3. New Brunswick	152.7	149.1	148.2	149.2	147.1	129.9	118.4	113.4
4. Quebec	141.0	138.1	138.3	140.3	138.8	121.1	108.2	103.6
5. Ontario	156.8	154.6	155.0	156.9	154.5	135.4	119.8	113.0
6. Manitoba	161.9	161.5	163.8	167.4	163.9	141.5	122.3	113.8
7. Saskatchewan	164.8	166.2	167.2	170.0	164.7	139.5	117.0	107.4
8. Alberta	145.8	145.9	145.3	150.4	147.4	126.1	110.1	103.0
9. British Columbia	151.5	151.5	153.0	156.7	153.9	135.2	119.1	113.0

TABLE 2.--Average Weekly Cost of Family Budget of Foods, Fuel and Lighting, and Rent,
by Provinces in Canada, 1933.

Province	Foods	Fuel and Lighting	Rent	Total
	\$	\$	\$	\$
Nova Scotia	7.30	2.51	5.58	15.39
Prince Edward Island	6.96	2.65	5.85	15.46
New Brunswick	7.33	2.68	5.90	15.91
Quebec	6.45	2.85	5.23	14.53
Ontario	7.01	2.99	5.85	15.85
Manitoba	6.76	2.94	6.26	15.96
Saskatchewan	6.78	1.96	6.32	15.06
Alberta	6.76	1.73	5.96	14.45
British Columbia	7.78	2.45	5.62	15.85

TABLE 3.--Cost of a Food Budget, Comprising Specified Articles and Quantities Mentioned in Certain Cities of the United States, December, 1933.

Commodities	Quantity	Boston	Fall River, Mass.	Portland, Me.	Buffalo, N.Y.	United States Average
		¢	¢	¢	¢	¢
Sirloin steak	1 lb.	38.4	37.6	36.8	25.4	27.8
Round steak	1 "	29.6	30.2	27.2	21.3	24.2
Rib roast	2 "	42.8	39.2	37.2	43.0	39.8
Chuck roast	2 "	35.2	29.8	31.0	29.2	29.6
Bacon, sliced	1 "	23.6	20.8	21.9	22.1	23.1
Salmon	$\frac{1}{4}$ "	5.1	4.8	5.3	5.0	5.2
Milk, fresh	6 qts.	72.0	72.0	72.0	66.0	67.2
Butter	3 lbs.	78.9	78.0	81.0	71.7	72.3
Cheese	2 "	48.2	49.2	50.2	47.4	44.6
Lard	2 "	19.4	18.6	19.0	17.4	18.8
Eggs, fresh	1 doz.	41.1	40.9	38.2	32.2	32.1
Bread	15 lbs.	112.5	109.5	114.0	124.5	119.5
Flour	10 "	50.0	51.0	51.0	47.0	47.0
Rolled oats	5 "	30.5	32.0	31.0	32.5	33.0
Rice	2 "	15.4	13.8	17.2	12.6	14.0
Potatoes	2 pks.	66.0	63.0	60.0	48.0	69.0
Onions	1 lb.	4.2	4.2	4.2	3.8	3.8
Corn, canned	1/3 "	4.1	3.7	3.8	3.9	3.6
Peas, canned	1/5 "	3.1	2.7	3.0	2.8	2.7
Sugar, granulated	4 "	22.4	20.8	21.6	20.8	22.0
Tea	$\frac{1}{4}$ "	32.3	28.7	30.9	28.5	33.8
Coffee	$\frac{1}{4}$ "	6.9	6.5	6.9	6.3	6.6
Prunes	1 "	10.3	10.3	11.0	11.4	10.7
Total cost		\$7.920	\$7.673	\$7.744	\$7.228	\$7.494
Coal (prices December, 1933)		Anthracite \$13.50- 13.75	Anthracite \$14.25- 14.50	Anthracite \$14.25- 14.50	Anthracite \$12.60- 12.85	Anthracite \$13.24- 13.45 Bituminous \$8.18

TABLE 4.--Cost of a Food Budget, Comprising Articles and Quantities Mentioned, in Maritime Cities, Montreal and Toronto, December, 1933.

Commodities	Weight	Sydney, N.S.	New Glasgow, N.S.	Amherst, N.S.	Halifax, N.S.	Windsor, N.S.	Truro, N.S.	Charlottetown, P.E.I.
		¢	¢	¢	¢	¢	¢	¢
Sirloin steak	1 pound	20.9	25.0	17.7	25.0	21.5	20.7	22.0
Round steak	1 "	17.0	20.0	15.0	18.2	17.5	18.0	18.7
Ribbed roast	2 "	32.2	36.0	28.0	39.4	33.0	29.4	34.6
Chuck roast	2 "	25.0	24.0	22.0	25.2	25.0	23.0	26.0
Bacon, sliced	1 "	21.7	23.0	23.8	23.5	22.5	23.0	22.9
Salmon	$\frac{1}{4}$ "	3.8	4.7	4.0	4.0	5.2	4.1	5.0
Milk, fresh	6 quarts	60.0	54.0	48.0	72.0	48.0	48.0	48.0
Butter	3 pounds	84.6	96.6	90.9	94.5	88.5	95.1	86.4
Cheese	2 "	37.0	37.0	35.6	38.4	37.0	40.8	38.4
Lard	2 "	25.4	25.4	27.2	27.8	30.0	29.4	27.6
Eggs, fresh	1 dozen	48.6	47.0	44.0	51.7	51.2	46.4	42.3
Bread	15 pounds	110.0	100.0	100.0	100.0	110.0	100.0	100.0
Flour	10 "	31.9	35.4	34.9	34.7	34.4	35.7	32.7
Rolled oats	5 "	23.5	24.0	25.0	25.0	25.0	25.0	24.0
Rice	2 "	13.6	14.8	15.2	16.0	17.0	17.4	14.8
Potatoes	2 pecks	43.0	38.8	33.6	43.0	47.4	37.4	32.0
Onions	1 pound	3.8	4.2	4.2	3.8	4.0	4.1	4.5
Corn, canned	1/3 "	3.7	3.8	3.6	3.7	4.1	4.2	4.2
Peas, canned	1/5 "	2.3	2.4	2.3	2.4	2.4	2.5	2.4
Sugar, granulated ..	4 "	31.6	32.0	31.6	31.2	32.0	32.8	30.4
Tea	$\frac{1}{4}$ "	20.5	20.3	20.5	19.9	18.7	20.4	19.6
Coffee	$\frac{1}{4}$ "	11.6	9.4	12.1	10.3	10.0	11.2	12.1
Prunes	1 "	12.5	10.3	13.0	11.0	12.5	12.9	13.9
Total cost		\$6.842	\$6.881	\$6.522	\$7.207	\$6.969	\$6.815	\$6.625
Coal (December, 1933) -								
Bituminous		\$6.50-7.25	\$6.50-6.75	\$7.00-9.00	\$9.50-10.75	\$10.25-11.75	\$9.25	\$8.75-10.00
Anthracite		-	-	-	-	-	-	-

TABLE 4.--Cost of a Food Budget, Comprising Articles and Quantities Mentioned, in Maritime Cities,
Montreal and Toronto, December, 1933 - Continued.

Commodities	Weight	Moncton, N.B.	St. John, N.B.	Fredericton, N.B.	Bathurst, N.B.	Montreal, Que.	Toronto, Ont.	Canada (60 Cities)
		¢	¢	¢	¢	¢	¢	¢
Sirloin steak	1 pound	22.5	22.7	27.5	25.0	22.4	23.2	20.0
Round steak	1 "	17.5	17.8	19.0	20.0	16.5	18.0	15.9
Rib roast	2 "	34.0	37.2	40.0	34.4	40.8	35.4	30.6
Chuck roast	2 "	21.4	26.4	23.0	23.0	19.4	24.4	21.0
Bacon, sliced	1 "	24.3	22.8	22.9	22.7	22.1	25.2	24.5
Salmon	1/4 "	4.2	6.3	5.5	3.4	5.6	7.4	5.6
Milk, fresh	6 quarts	48.0	66.0	48.0	60.0	60.0	66.0	59.4
Butter	3 pounds	87.3	92.4	89.7	82.5	84.9	86.1	85.5
Cheese	2 "	37.8	38.2	38.2	39.0	36.4	43.6	39.4
Lard	2 "	26.6	26.4	29.6	28.0	25.2	24.2	27.0
Eggs, fresh	1 dozen	45.3	49.8	42.3	35.0	43.8	41.9	40.7
Bread	15 pounds	100.0	100.0	110.0	100.0	100.0	100.0	84.0
Flour	10 "	34.9	32.5	34.0	31.9	34.3	29.0	31.0
Rolled oats	5 "	25.0	24.0	25.0	21.5	25.0	23.5	25.0
Rice	2 "	19.0	15.2	13.8	14.0	15.4	17.2	16.2
Potatoes	2 pecks	34.0	41.2	37.2	31.4	46.2	43.8	44.2
Onions	1 pound	3.7	4.0	4.3	4.0	3.5	3.4	3.5
Corn, canned	1/3 "	3.8	3.6	3.8	3.8	3.6	3.6	3.9
Peas, canned	1/5 "	2.3	2.3	2.5	2.3	2.3	2.3	2.5
Sugar, granulated ..	4 "	32.0	32.0	33.6	32.0	29.2	30.0	32.0
Tea	1/2 "	20.0	20.8	20.3	19.2	25.9	25.6	22.7
Coffee	1/4 "	11.6	11.2	11.5	9.7	10.2	10.4	9.9
Prunes	1 "	12.0	13.0	12.1	13.0	11.7	11.2	12.3
Total cost		\$6.672	\$7.058	\$6.938	\$6.558	\$6.844	\$6.954	\$6.568
Coal (December, 1933) -								
Bituminous		\$9.75-10.75	\$10.75-12.00	\$9.00-11.00	\$9.25	-	-	-
Anthracite		-	-	-	-	\$14.50-14.75	\$14.00-14.25	-

CHAPTER VII--PUBLIC FINANCE--THE FINANCIAL RELATIONS OF THE DOMINION AND THE MARITIME PROVINCES.

Introduction.--In the sixties of the last century the accepted theory of the functions of government was that they ought to be reduced to the minimum--that the main functions of government should be restricted to the protection of the society against the violence of other societies, and the protection of the individual within the society against the violence or the fraud of other members of the society. Or, to state it otherwise, the two main functions of the government were regarded as being the defence of the realm and the administration of justice within the realm--the cost of the latter to be largely met by fees.

The effects of the general acceptance of this laissez faire theory of the functions of government may be seen in the British finance of the period. For example, in the fiscal year ended 1867, out of a total gross expenditure of 66.8 million pounds, 26.1 million pounds were for interest on war debt, 25.4 million pounds for the army and the navy, making a total of 51.5 million pounds for the defence of the realm. Of the remainder, 5.6 million pounds were absorbed by the cost of collecting the revenue, so that 9.7 million pounds were all that were available to defray all other expenses, including the civil list of the sovereign, the administration of justice, etc., this sum being about \$1.50 per head of the estimated population of that year.

In the British North American provinces the same theory of government naturally obtained as in the Mother Country; in these provinces, however, there was no war debt and only a moderate total debt incurred for the construction of public works which, where not immediately productive of revenue, were, nevertheless, of great usefulness and an asset to the country. Furthermore, there was practically no current expenditure for purposes of defence, as this was provided by the Imperial forces. Thus, with the most expensive item in the budgets of the period eliminated from the expenditures of the British North American provinces, it was possible to carry on their administration at what would today be considered an exceedingly small cost, expenditures except for necessary developmental public works being restricted to the lowest limit. This was the attitude which prevailed at the time of Confederation and which pervades the negotiations for the settlement of the financial arrangements necessitated by Confederation as between the Dominion and the provincial governments. The entire expenditure chargeable to consolidated fund in the Dominion for the fiscal year ended 1869 was but \$14,000,000, out of which subsidies paid to the provinces accounted for \$2,600,000.

Financial Negotiations at Confederation.^x--Prior to Confederation the chief revenues of the provinces had been collected by means of customs and excise duties (indirect taxation), and these customs and excise duties were henceforth to pass to the treasury of the central Government. The remaining revenues, arising largely from the territorial possessions of the provinces, were comparatively small, amounting in 1863 to \$107,000 in Nova Scotia, \$89,000 in New Brunswick, and \$32,000 in Prince Edward Island. As these sums were inadequate to meet the cost of the maintenance of public works and educational institutions and the administration of civil law, it was necessary that the provincial treasuries should be assisted by the Dominion. While in her estimate of outlay for 1864 for local objects the province of Nova Scotia had provided for an expenditure of \$664,000, she undertook to carry on adequate services in the future under Confederation for \$371,000--a reduction of 40 per cent. Nova Scotia thus needed \$264,000 in addition to her territorial revenues of \$107,000; this sum worked out at about 80 cents per head. New Brunswick, who could not manage her local expenditures on this basis, proposed to reduce them from an estimated \$404,000 to \$353,000, and to make a further reduction of \$63,000 within ten years, but for each of the first ten years she was to receive a special grant of \$63,000 required to balance her accounts, which brought her subsidy to practically the same level as that of Nova Scotia. This figure of 80 cents per head was thus taken as the basis of the normal subsidies to the provinces. To this the London negotiations of February 1867 added for cost of local legislatures \$80,000 for Upper Canada, \$70,000 for Lower Canada, \$60,000 for Nova Scotia, \$50,000 for New Brunswick; it also provided that while the grants in aid of 80 cents per head should in the case of Ontario and Quebec remain stationary as based upon their 1861 population, those to Nova Scotia and New Brunswick should increase with increasing population, until the population of each province reached 400,000 (as ascertained at decennial censuses), thereafter remaining stationary: (B.N.A. Act 1867, s. 118). Thus the maximum grant in aid to each of these provinces was to be \$320,000.

From the above it becomes evident that at the time of Confederation it was not contemplated that the cost of provincial government would grow; if it did, the natural increase of the territorial revenues of the provinces would make provision for it. If the latter failed, then the provinces would be obliged to resort to direct taxation as per section 92 (2) of the B.N.A. Act, an alternative which was considered to carry its own safeguard against local extravagances. The subsidy was fixed, not at an increasing rate according to population, but at the rate which existed at the Census of 1861. Thus, as the population increased, the subsidy would not normally increase with it.[†]

From the standpoint of later experience it would appear that the above was too restricted a view of the financial relations between the Dominion and its provinces, and that in particular it erred in the assumption that the local expenditures of Nova Scotia could be reduced by 40 per cent. From this original attitude arose many of the subsequent demands for "better terms" which disturbed relations between the Dominion and provincial Governments.

^x The financial arrangements at the time when Confederation was being considered would appear to have been largely in the hands of Hon. (later Sir) A. T. Galt, whose speech to his constituents at Sherbrooke on November 23, 1864, gives in outline the settlement arrived at by those who participated in the Quebec Conference in the preceding month. This speech was printed as a pamphlet, and a copy is contained in Vol. II of the collection "Pamphlets on Confederation".

[†] The exception to this rule, agreed to at the London negotiations of 1867, allowing Nova Scotia and New Brunswick to draw grants for increasing population up to \$320,000, was, it will have been noted, within a definitely fixed limit.

The Debt Allowances.--The second important financial question at the time of Confederation was that of the provincial debts. Since the revenues which paid the interest upon these debts were being allocated to the Dominion Treasury, it was necessary that the latter should also be charged with the payment of the interest. However, since certain parts of the debt of Canada had been contracted for specific local purposes, it was considered that this should not be transferred to the Dominion. The debt of Canada, contracted for general purposes, was about \$62,500,000 or at the rate of \$25 per head for the 2,500,000 people of the united provinces of Upper and Lower Canada, and debt allowances on the same basis were granted to Nova Scotia and New Brunswick on the basis of \$25 per head of their populations, being \$8,000,000 for Nova Scotia and \$7,000,000 for New Brunswick. (See B.N.A. Act, 1867, sections 112-115). The provincial debts assumed by the Dominion at Confederation were therefore as follows:-

Canada (Province)	\$62,500,000
Nova Scotia	8,000,000
New Brunswick	7,000,000
Total	<u>\$77,500,000</u>

Subsequently to Confederation, as the original provinces found their financial resources embarrassed by the payment of interest on the debts which still remained, and as new provinces were taken into the Confederation, readjustments were effected, increasing the total amount of provincial debts assumed by the Dominion to \$109,430,148 in 1895. The additional debts taken over by the Dominion were as follows:-

Nova Scotia	\$ 1,186,756
The province of Canada (1873)	10,506,089
Province of Ontario	2,848,289
" Quebec	2,549,214
" Nova Scotia	2,343,059
" New Brunswick	1,807,720
" Manitoba	3,775,606
" British Columbia	2,029,392
" Prince Edward Island	4,884,023
Total	<u>31,930,148</u>
Grand total to 1895	<u>\$109,430,148^x</u>

The Movement for Better Terms.--Both on account of the increasing population and needs of the provinces, and on account of the expansion of the people's ideas as to the functions of Government (an expansion which has been largely in the sphere of education and social and humane legislation reserved by the British North America Act to the provinces) the increasing expenditure of the provincial Governments and the reluctance to impose direct taxation led shortly to agitations for "better terms" as regards subsidies.

The first objection came from Nova Scotia in the first session of the first Parliament.⁴ The result of their protest was that by an Act of 1869 (32-33 Vict. c. 2) the debt allowance for Nova Scotia was increased from \$8,000,000 to \$9,186,756, (it should be understood that a province draws interest at the rate of 5 per cent on such part of the debt allowance as is not absorbed by its debts taken over by the Dominion). In addition, an annual allowance of \$82,698, over and above all other sums payable under the Act of 1867, was granted to Nova Scotia for a period of 10 years only.

The next claims to be made upon the Dominion treasury came from the new provinces of Manitoba and British Columbia, the former receiving a grant for legislative and administrative expenses of \$30,000 plus 80 cents per head on an estimated population of 17,000; also a debt allowance of \$472,090, which, since there was no debt, meant at 5 per cent an additional payment of nearly \$24,000. British Columbia received an annual grant of \$30,000 plus 80 cents per head on an estimated population of 60,000, also a debt allowance at the rate of \$27.77 per head of population, being the revised per capita allowance to Nova Scotia. Next, Prince Edward Island came into the Confederation in 1873 with an annual allowance of \$30,000 plus 80 cents per head of the population plus a debt allowance on the basis of \$50 per head of the population (amounting to \$4,701,050), plus a special annual allowance of \$45,000 (in lieu of territorial revenue, since Prince Edward Island had practically no Crown lands) to extinguish the claims of the landlords to whom much of the land had been originally granted. This grant, however, was to be reduced by interest at 5 per cent on any sum not exceeding \$800,000 which the Dominion might contribute toward buying out the large proprietors.

The new agitation for better terms arose in 1873, at the height of a world-wide cycle of prosperity when Dominion revenues were buoyant and expanding. The remaining debt of Upper and Lower Canada (\$10,506,089) was taken over, and equivalent additions were made to the debt allowances of each of the other provinces, including increased payments in lieu of public debt in the cases of Manitoba and British Columbia. Again, in 1876 the infant province of Manitoba was granted a temporary annual increase to raise the revenue to \$90,000; in 1879 this was increased to raise the annual income to \$105,000.

In 1884, the provinces once more joined in an appeal to the Dominion for larger grants, on the ground that the readjustment of 1873 should have been retroactive to Confederation, and claiming not only arrears of capital, but interest as well. An adjustment was effected, both for the original provinces and also for the three newer provinces of Manitoba, British Columbia and Prince Edward Island. The total extra allowance charged on the Dominion treasury as a result came to \$358,000 annually.

^x From the Statistical Year Book of Canada, 1895. Since 1895 only a minor amount has been assumed, viz., \$267,026 in 1899. (See the Public Accounts).

⁴ For a descriptive statement of the grounds of their protest see Canada and its Provinces, Vol. VII, pp. 489-490.

Manitoba profited by the 1884 arrangement only to the extent of \$5,500 annually, and in 1885 renewed agitation on her part led to the passage of an act which transferred to the province the ownership of its swamp-lands, granted a land endowment to the University of Manitoba and enlarged the basis of cash subsidies. These concessions were made on condition that they should constitute a final settlement of all claims, and as a matter of fact no further concessions were made until 1898, when a further allowance was granted on account of the cost of public buildings and a government house.

When the new provinces of Alberta and Saskatchewan were created in 1905, subsidies were established as follows for each province:--\$50,000 for the support of its government and legislature, plus 80 cents per head on an estimated population of 250,000 to increase with the population until it should reach 800,000, plus 5 per cent interest on a debt allowance of \$8,107,500 (since there was no debt this gave each of the provinces an annual subsidy of \$405,375 under this heading), plus an allowance of \$375,000 in lieu of public lands, (this allowance to increase to \$562,500 when the population reached between 400,000 and 800,000, \$750,000 when it reached between 800,000 and 1,200,000, and \$1,225,000 when it exceeded 1,200,000), plus a special annual grant of \$93,750 for five years for public buildings.

In 1907 the whole question of subsidies was once more reopened. The annual grant to the provinces for the support of their Governments and Legislatures was increased as follows according to the population of the province:--

Population	Grant
Under 150,000	\$100,000
150,000-200,000	150,000
200,000-400,000	180,000
500,000-800,000	190,000
800,000-1,500,000	220,000
Over 1,500,000	240,000

Further, the annual grant was henceforward to be paid at the rate of 80 cents per head until the population of a province exceeded 2,500,000, and at the rate of 60 cents per head on the excess. Also, an additional annual allowance of \$100,000 was granted for ten years to British Columbia.

The growth of Dominion allowances to the provinces since Confederation is shown by the following figures.*

Fiscal year ended		Fiscal year ended	
1868	\$ 2,753,966	1925	\$ 12,281,391
1869	2,604,050	1926	12,375,128
1874	3,752,757	1927	12,516,740
1886	4,182,526	1928	12,516,740 [†]
1899	4,250,636	1929	12,553,724 [†]
1906	6,726,373	1930	12,496,958 [†]
1908	9,032,775	1931	17,435,736 [†]
1912	10,281,045	1932	13,694,970 [†]
1922	12,211,924	1933	13,677,334 [†]

Total payments by the Dominion to the provinces from Confederation to March 31, 1933 except for special grants to the Maritimes totalling \$9,600,000 in the last six years and referred to in the foot-notes, are shown in the following table. The payments to the Maritime Provinces totalled \$85,143,193, or approximately 18.33 per cent.[†]

TABLE 1.--Subsidy Allowances from July, 1867 to Close of the Fiscal Year ended March 31, 1933.

Provinces	Allowances for Government \$	Allowances per Head of Population \$	Special Grants 1/ \$	Interest on Debt Allowance 2/ \$	Total \$
Prince Edward Island	3,620,000.00	5,138,179.20	4,508,424.54	2,525,266.23	15,791,869.97
Nova Scotia	7,340,000.00	22,901,732.80	826,980.00	3,129,939.79	34,198,652.59
New Brunswick	6,700,000.00	17,451,500.80	9,630,000.00	1,371,170.04	35,152,670.84
Quebec	9,040,000.00	80,206,979.60	-	5,069,331.53	94,316,311.13
Ontario	9,440,000.00	99,519,977.99	-	4,743,689.66	113,703,667.65
Manitoba	6,545,000.00	16,177,329.60	19,331,732.76	12,969,035.47	55,023,097.83
Saskatchewan	5,276,666.67	14,550,099.60	16,281,250.00	11,350,500.00	47,458,516.27
Alberta	4,966,666.67	11,346,200.67	14,531,250.00	11,350,500.00	42,194,617.34
British Columbia	5,940,000.00	11,621,956.80	7,200,000.00	1,817,149.56	26,579,106.36
Total	58,868,333.34	278,913,957.06	72,309,637.30	54,326,582.28	464,418,509.98

1/ Compensation for lands and allowances for buildings. 2/ Allowance in lieu of debt.

* Statistics for other years will be found in a table, "Principal Items of Dominion Expenditure, 1868-1932", on p. 829 of the 1933 edition of the Canada Year Book.

[†] For the fiscal years 1928, 1929, 1930, 1931, 1932 and 1933, pending reconsideration of provincial subsidies, special annual grants were made as follows: Nova Scotia, \$875,000 per annum; New Brunswick, \$600,000 per annum; Prince Edward Island, \$125,000 per annum. These are not included in the above table, but a special payment to Manitoba of \$4,822,843 on account of subsidy in lieu of public lands from 1870 to 1908, as provided for in the Manitoba Natural Resources Act of 1930 was included in 1931.

In addition to these allowances, the Dominion Government has made special grants to assist the provinces in providing facilities and services considered desirable for the benefit of the people of Canada at large. Thus we have the grant of \$10,000,000 for agricultural education (3 Geo. V, c. 5), which lapsed in 1923, the similar grant of \$10,000,000 in 10 years for the assistance of technical education in 1919 (9-10 Geo. V, c. 73) (the period during which the provinces might earn their share of this grant was subsequently extended to March 31, 1934), and the highways grant of \$20,000,000 in five years to assist the provinces in their good roads schemes, the actual payments under this scheme being \$20,000,000 to March 31, 1928. Of this latter amount Prince Edward Island had received \$603,455, Nova Scotia \$1,468,720, New Brunswick \$1,163,845, or \$3,236,020 in all, or over 16 per cent of the total.

The Present Financial Position in the Dominion and the Provinces.--In the past decade, governmental expenditure has increased in practically every country in the white man's world, partly as a consequence of the widening of men's ideas of the functions of Government, partly as a result of the decline in the purchasing power of currency units, and partly as a result of the natural growth of population. Canadian governments, national, provincial and municipal, have been no exception to the rule:

Dominion Expenditure.--The total estimated expenditure of the Dominion Government on all governmental services in the fiscal year ended March 31, 1933, was \$531,760,983, as compared with \$144,456,878 in the fiscal year ended 1913, and \$186,241,048 in the fiscal year ended 1914, these figures including capital as well as current expenditure. Thus the expenditure of the Dominion has more than trebled since 1913. This figure of \$531,760,983 expenditure, however, includes \$53,422,662 for the 1932 deficit of the C. N. R., together with \$62,938,240 for assets transferred from the active to the non-active account and thus no longer considered as an offset to gross debt. Thus, apart from these items, the expenditure works out at \$415,400,081 or nearly treble the expenditure of 1913. The difference, however, is in the main accounted for by expenditures in interest on war debt and on war pensions, both of which are paid in the main to residents of Canada.

Provincial Expenditures.--Provincial finances, of course, like those of the Dominion, have been affected by the increase of population and by the diminished purchasing power of the dollar, both operating in the direction of increasing their expenditures, though the Dominion has under the constitution borne the whole burden of the expenditures directly attributable to the war.

Taking the nine provinces together, ordinary expenditures in their fiscal years ending in 1914 aggregated \$57,108,888. During the first years of the war there was a tendency toward reduction, and in 1916 the total was \$53,826,219. Thereafter provincial expenditure increased very rapidly, aggregating \$135,159,185 in 1924 and rising rapidly through the subsequent era of prosperity until 1929, when the total ordinary expenditure was \$177,542,192. Public works and other relief expenditures in the next two years further increased the ordinary expenditure to \$190,754,202, but in 1932 there was a decline to \$183,667,116.

To assist in the purview of provincial finance attention may be directed at this point to Tables 2 and 3 herewith. They show ordinary provincial revenues and expenditures (grand totals and per capita, respectively), by decades in the Census years back to Confederation, and by single years from 1916 to 1932.

Provincial Expenditures in the Maritimes.--Tables 2 and 3 differentiate provincial expenditures in the three Maritime Provinces. To enable the details of these expenditures to be examined over the past ten years Table 4 has been added.

It will be seen that whilst provincial expenditures in general have gone up from \$53 millions per annum in 1916 to \$183.7 millions in 1932, or 241 per cent as previously noted, those of Prince Edward Island have gone up from \$453,000 to \$1,277,000, or 182 per cent; those of Nova Scotia from \$2,165,000 to \$8,101,000, or 274 per cent; and those of New Brunswick from \$1,580,000 to \$5,796,000, or 366 per cent.

TABLE 2.--Ordinary Revenues and Expenditures of Provincial Governments for their Respective Fiscal Years ended in the Census Years, 1871-1911 and in Each Year from 1916 to 1932.

Ordinary Receipts										
Year	Prince Edward Island	Nova Scotia	New Brunswick	Quebec	Ontario	Manitoba	Saskatche- wan	Alberta	British Columbia	All Provinces
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
1871 ...	385,014	525,824	451,076	1,632,032	2,333,180	-	-	-	191,820a	5,518,946
1881 ...	275,380	476,445	607,445	3,191,779	2,788,747	121,867	1,038,442	11,447	397,035	27,858,698
1891 ...	274,047	661,541	612,762	3,457,144	4,138,589	590,184	-	-	959,248	16,693,815
1901 ...	309,445	1,090,230	1,031,267	4,563,432	4,466,044	1,008,653	-	-	1,605,920	14,074,991
1911 ...	374,798	1,625,653	1,347,077	7,032,745	9,370,834	4,454,190	2,699,603b	3,309,156b	10,492,892	40,706,948
1916 ...	508,455	2,165,338	1,580,419	9,647,984	13,841,339	5,897,807	4,801,064c	5,281,695	6,291,694	50,015,795
1917 ...	496,053	2,118,620	1,572,814	10,441,114	18,269,597	6,292,986	5,631,910c	6,260,106	6,906,784	57,989,934
1918 ...	514,475	2,332,634	2,357,909	13,806,392	19,270,122	6,723,013	7,797,153c	7,660,762	8,882,845	69,345,305
1919 ...	501,515	3,280,313	2,182,420	12,666,352	20,692,166d	8,613,364	8,333,759c	9,642,739	10,931,279	76,844,307
1920 ...	740,973	3,801,016	3,100,892	14,472,651	25,981,517d	9,870,710	9,903,885c	10,919,776	13,861,603	92,653,023
1921 ...	769,719	4,586,840	2,892,905	15,914,521	30,411,396d	9,358,956	11,789,920	11,086,937	15,219,264	102,030,458
1922 ...	748,888	4,791,208	3,226,727	21,609,396	39,725,370d	7,940,457	11,801,894	9,324,890	16,987,869	116,156,699
1923 ...	654,303	5,317,335	3,479,733	21,634,642b	34,818,729d	10,078,730	12,576,763	10,419,146	18,759,864	117,733,244
1924 ...	738,431	5,461,383	3,725,286	23,170,733	41,721,961d	10,926,634	12,520,411	10,506,627	19,124,580	127,896,047
1925 ...	740,076	4,467,484	3,556,330	25,021,329	48,013,852d	7,866,519f	12,378,755	11,531,026	18,823,358	132,398,729
1926 ...	932,551	5,744,575	4,206,853	27,206,335	52,039,855d	10,582,537	13,317,398	11,912,128	20,608,672	146,450,904
1927 ...	836,748	6,517,073	5,096,446	30,924,997	56,306,224	11,592,758	13,050,217	12,263,401	20,257,916	156,845,780
1928 ...	1,034,782	6,933,630	5,290,098	34,807,783	58,426,983	10,962,317	13,564,893	16,149,896j	20,939,123	168,109,505
1929 ...	1,083,571	7,390,410	5,991,375	39,976,283	64,549,718	12,150,490	16,096,666	15,265,084	21,094,427	183,598,024
1930 ...	1,148,749	7,682,066	6,583,726	43,585,142	57,313,291	13,922,135	16,561,527i	15,829,865	25,498,409	188,154,910
1931 ...	1,149,570	8,101,602	5,980,914	41,630,620	54,390,092	13,842,511	14,346,010	15,710,962	23,988,199	179,113,480
1932 ...	1,206,026	8,100,988	5,795,630	36,941,020	54,175,233	14,631,341	11,902,647	13,492,430	21,982,583	168,227,898

NOTE. For footnotes to this table see next page.

TABLE 2.--Ordinary Revenues and Expenditures of Provincial Governments for their Respective Fiscal Years ended in the Census Years, 1871-1911 and in Each Year from 1916 to 1932 - Continued.

Ordinary Expenditures										
Year	Prince Edward Island	Nova Scotia	New Brunswick	Quebec	Ontario	Manitoba	Saskatche- wan	Alberta	British Columbia	All Provinces
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
1871 ...	406,236	600,344	438,407	1,575,545	1,816,784	-	-	-	97,692a	4,935,008
1881 ...	261,276	494,582	598,844	3,566,612	2,592,800	226,808	-	-	378,779	8,119,701
1891 ...	304,486	692,538	680,813	4,095,520	4,158,460	664,432	-	-	1,032,104	11,628,353
1901 ...	315,326	1,088,927	910,346	4,516,554	4,038,834	988,251	-	-	2,287,821	14,146,059
1911 ...	398,490	1,790,778	1,403,547	6,424,900	9,916,934	4,002,826	2,575,145b	3,437,088	8,194,803	38,144,511
1916 ...	453,151	2,152,773	1,568,340	9,436,687	12,706,333	6,147,780	5,258,756c	6,018,894	10,083,505	53,826,219
1917 ...	487,113	2,344,009	2,166,904	9,907,672	16,518,223	6,860,355	5,553,965c	6,752,504	9,531,740	60,122,485
1918 ...	484,416	2,573,797	2,399,062	11,671,830	17,460,404	7,307,727	6,828,596c	8,303,808	9,023,269	66,052,909
1919 ...	655,409	3,280,282	2,595,937	12,371,131	21,464,575	8,497,942	8,125,203c	9,525,749	9,887,745	76,403,973
1920 ...	660,774	3,916,848	2,969,323	13,520,740	25,880,843	10,602,955	8,707,833c	10,423,356	11,568,003	88,250,675
1921 ...	694,042	4,678,146	3,432,512	14,624,088	28,579,688	10,063,139	12,151,665	13,109,304	15,236,931	102,569,515
1922 ...	687,241	4,791,998	2,985,877	16,575,977	37,458,395e	8,381,667	13,322,120	11,235,192	17,436,487	112,874,954
1923 ...	790,046	5,229,178	3,648,273	19,930,276	49,305,439	10,616,567	12,886,544	10,990,830	19,273,942h	132,671,095
1924 ...	715,882	5,579,525	3,835,522	21,567,293	48,866,569	10,455,187	12,449,150	11,174,690	20,515,367h	135,159,185
1925 ...	745,338	5,969,544	4,112,569	23,629,390	51,462,178	6,824,155f	12,498,933	11,249,433	20,156,702h	136,648,242
1926 ...	756,114	6,327,043	4,078,775	26,401,480	51,251,781	10,431,652	13,212,483	11,894,328	19,829,522	144,183,178
1927 ...	870,427	6,566,143	4,636,157	29,078,703	55,763,689	10,446,285	12,962,217	12,479,381	19,408,881	152,211,883
1928 ...	943,548	7,543,078	5,393,784	32,821,226	58,198,746	11,103,109	13,449,632	15,870,132j	20,215,655	165,538,910
1929 ...	1,033,315	7,288,486	6,521,575	35,964,487	61,906,824	12,344,493	15,971,231	13,686,261	22,825,520	177,542,192
1930 ...	1,133,366	7,900,987	7,218,856	39,374,910	57,989,353	13,637,397	17,079,469i	15,402,885	25,066,980	184,804,203
1931 ...	1,453,191	8,194,592	6,761,420	40,854,245	54,846,994	14,491,673	18,202,677	18,017,544	27,931,866	190,754,202
1932 ...	1,277,401	7,858,239	6,360,894	37,525,729	52,173,087	14,631,341	17,722,936	18,645,481	27,472,008	183,667,116

a For six months only. b Twelve months ended February 28. c Twelve months ended April 30. d Includes capital revenue for lands, which cannot be separated. e Includes capital expenditure which cannot be separated. f For eight months. g Includes small sums of capital which cannot be separated. h Includes sinking funds taken from capital (Expenditure out of Income). i Certain minor items amounting to about \$600,000, shown in previous years as ordinary receipts and expenditures have been transferred to the extraordinary classification in the 1930 provincial accounts report. j Fifteen months ended March 31, 1928. Revenue from January to March was \$3,886,495 and expenditure was \$3,390,751.

TABLE 3.--Ordinary Receipts and Expenditures of Provincial Governments per Head of Population for their Respective Fiscal Years ended in the Census Years, 1871-1911, and in Each Year from 1916 to 1932.

NOTE:--As this table is based upon Table 2, those using it should refer to that table for totals and for explanatory notes.

(A) Ordinary Receipts

Year	Prince Edward Island	Nova Scotia	New Brunswick	Quebec	Ontario	Manitoba	Saskatche- wan	Alberta	British Columbia	Total
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
1871	4.10	1.36	1.58	1.37	1.44	-	-	-	5.31	1.50
1881	2.53	1.10	1.90	2.35	1.45	1.97	-	-	8.10	1.82
1891	2.51	1.49	1.91	2.32	1.96	3.86	-	-	9.79	2.21
1901	3.00	2.37	3.12	2.77	2.05	3.96	-	-	8.97	2.62
1911	3.99	3.30	3.83	3.51	3.71	9.66	5.49	8.85	26.70	5.65
1916	5.53	4.29	4.29	4.48	5.10	10.65	7.41	10.65	13.80	6.25
1917	5.51	4.21	4.27	4.81	6.71	11.28	8.51	12.32	14.88	7.19
1918	5.78	4.65	6.39	6.30	7.02	11.90	11.50	14.67	18.74	8.51
1919	5.64	6.47	5.85	5.67	7.42	14.93	11.91	17.82	22.40	9.25
1920	8.33	7.37	8.14	6.30	9.07	16.62	13.59	19.33	27.34	10.83
1921	8.65	8.75	7.46	6.74	10.37	15.34	15.57	18.85	28.99	11.61
1922	8.41	9.18	8.29	9.00	13.33	12.89	15.35	15.75	31.40	13.02
1923	6.37	10.27	8.95	8.84	11.56	16.28	16.17	17.57	33.80	13.07
1924	8.59	10.58	9.53	9.29	13.64	17.48	15.83	17.60	33.49	13.99
1925	8.61	8.67	9.05	9.82	15.43	12.45	15.36	19.15	32.01	14.25
1926	9.57	11.15	10.62	10.45	16.45	16.56	16.22	19.59	34.01	15.50
1927	9.62	12.65	12.81	11.64	17.49	17.81	15.52	19.37	32.52	16.28
1928	11.76	13.46	13.19	12.82	17.82	16.51	15.74	24.54	32.67	17.09
1929	12.31	14.35	14.83	14.42	19.36	17.95	18.23	22.32	32.01	18.31
1930	13.05	14.95	16.22	14.43	16.94	20.21	18.34	22.36	37.72	18.43
1931	13.06	15.80	14.66	14.48	15.85	19.77	15.56	21.46	34.56	17.27
1932	13.55	15.61	14.03	12.69	15.59	20.64	12.76	18.23	31.23	16.03

TABLE 3.--Ordinary Receipts and Expenditures of Provincial Governments per Head of Population for their Respective Fiscal Years ended in the Census Years, 1871-1911, and in Each Year from 1916 to 1932 - Continued.

(B) Ordinary Expenditures

Year	Prince Edward Island	Nova Scotia	New Brunswick	Quebec	Ontario	Manitoba	Saskatche- wan	Alberta	British Columbia	Total
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
1871	4.32	1.55	1.53	1.32	1.12	-	-	-	2.69	1.34
1881	2.40	1.12	1.87	4.47	1.35	3.66	-	-	7.71	1.89
1891	2.79	1.54	2.12	2.75	1.97	4.34	-	-	10.53	2.41
1901	3.06	2.37	2.75	2.74	1.85	3.88	-	-	12.78	2.63
1911	4.24	3.64	3.99	3.20	3.92	8.68	5.23	9.19	20.85	5.29
1916	4.93	4.26	4.26	4.38	4.68	11.10	8.12	12.13	22.11	6.73
1917	5.41	4.66	5.89	4.57	6.06	12.29	8.39	13.29	20.54	7.46
1918	5.44	5.13	6.50	5.33	6.36	12.93	10.07	15.91	19.04	8.11
1919	7.36	6.47	6.96	5.54	7.70	14.73	11.61	17.61	20.26	9.19
1920	7.42	7.59	7.79	5.88	9.04	17.85	11.94	18.45	22.82	10.31
1921	7.80	8.93	8.85	6.19	9.74	16.50	16.05	22.29	29.02	11.67
1922	7.72	9.18	7.68	6.88	12.57	13.61	17.32	18.98	32.23	12.66
1923	9.08	10.09	9.38	8.15	16.36	17.15	16.56	18.53	34.73	14.72
1924	8.32	10.81	9.81	8.64	15.97	16.73	15.74	18.72	35.93	14.78
1925	8.67	11.59	10.46	9.27	16.54	10.80	15.51	18.69	34.29	14.70
1926	8.69	12.29	10.30	10.14	16.20	16.32	16.09	19.56	32.72	15.26
1927	10.00	12.75	11.65	10.94	17.32	16.05	15.41	19.71	31.15	15.80
1928	10.72	14.65	13.45	12.09	17.75	16.72	15.60	24.12	31.54	16.83
1929	11.74	14.15	16.14	13.00	18.57	18.23	18.09	20.01	34.64	17.70
1930	12.88	15.37	17.78	13.94	17.13	19.79	18.91	21.75	37.08	18.10
1931	16.51	15.97	16.57	14.22	15.98	20.70	19.74	24.61	40.25	18.38
1932	14.35	15.14	15.40	12.90	15.00	20.63	19.00	25.20	39.02	17.51

TABLE 4.--Details of the Ordinary Expenditures of the Maritime Provinces Compared with those of all Provinces, 1916-1926 and 1928-1931.

Year	Expenditures on Civil Government				Year	Expenditures on Mines and Mining			
	9 Provinces	P.E.I.	N.S.	N.B.		9 Provinces	P.E.I.	N.S.	N.B.
1916 ...	4,011,701	27,351	423,525	68,342	1916 ...	239,095	-	42,584	2,425
1917 ...	4,156,582	24,814	126,796	79,400	1917 ...	240,100	-	40,472	717
1918 ...	4,433,263	25,362	142,019	99,450	1918 ...	365,427	-	21,271	920
1919 ...	5,631,886	29,988	168,773	123,173	1919 ...	345,482	-	23,418	3,759
1920 ...	6,833,933	42,677	215,455	145,720	1920 ...	406,872	-	33,442	998
1921 ...	7,928,897	37,102	262,195	146,270	1921 ...	359,580	-	42,129	4,524
1922 ...	8,380,037	33,472	264,257	153,095	1922 ...	297,957	-	42,914	2,325
1923 ...	8,470,561	31,471	268,668	161,334	1923 ...	415,336	-	43,037	2,113
1924 ...	8,415,915	35,079	299,845	160,930	1924 ...	393,380	-	50,023	1,407
1925 ...	8,334,525	37,711	297,576	160,265	1925 ...	422,252	-	75,824	1,715
1926 ...	9,000,225	35,133	392,988	151,203	1926 ...	570,946	-	16,543	676
1928 ...	10,521,535	39,533	1/217,849	170,754	1928 ...	Included in "Miscellaneous Payments"			
1929 ...	10,286,106	38,887	1/229,650	199,332	1929 ...	Included in "Miscellaneous Payments"			
1930 ...	11,169,480	43,830	1/262,485	1/173,639	1930 ...	2/ 3/	-	2/	3/
1931 ...	12,128,674	50,022	1/268,481	1/173,407	1931 ...	2/ 3/	-	2/	3/

1/ Excluding "Civil Government" for certain departments not separable. 2/ Included in "Forests, Timber and Woods".
3/ Included in "Miscellaneous Payments".

Year	Expenditures on Health and Sanitation				Year	Expenditures on Legislation			
	9 Provinces	P.E.I.	N.S.	N.B.		9 Provinces	P.E.I.	N.S.	N.B.
1916 ...	149,004	751	-	-	1916 ...	1,833,100	17,725	102,971	54,921
1917 ...	171,293	1,610	-	412	1917 ...	2,036,330	18,822	97,082	68,236
1918 ...	270,200	2,382	-	5,731	1918 ...	1,864,508	17,999	88,618	59,650
1919 ...	395,325	4,304	-	-	1919 ...	1,976,644	24,460	104,900	59,536
1920 ...	575,971	956	3,618	-	1920 ...	2,177,944	31,729	142,865	117,936
1921 ...	734,281	786	3,058	15,085	1921 ...	2,658,339	32,546	155,155	96,292
1922 ...	928,153	536	4,128	9,122	1922 ...	2,512,503	29,474	123,399	98,465
1923 ...	1,054,593	689	4,763	11,039	1923 ...	3,009,279	36,367	120,291	97,559
1924 ...	952,506	493	4,518	15,244	1924 ...	2,191,494	28,246	132,938	97,969
1925 ...	923,284	8,662	3,160	19,022	1925 ...	2,608,859	26,357	157,666	123,646
1926 ...	1,029,964	456	43,087	28,445	1926 ...	2,477,637	26,489	127,253	97,178
1928 ...	1,327,968	698	61,921	34,400	1928 ...	2,746,952	28,105	132,158	99,071
1929 ...	2,023,796	3,199	45,044	109,605	1929 ...	2,646,685	27,439	107,292	99,550
1930 ...	2,332,983	4,791	46,731	115,901	1930 ...	3,354,140	26,661	144,742	125,821
1931 ...	2,654,737	24,675	63,395	135,557	1931 ...	2,835,041	32,285	102,050	106,657

TABLE 4.--Details of the Ordinary Expenditures of the Maritime Provinces Compared with those of all Provinces, 1916-1926 and 1928-1931 - Continued.

Expenditures on Forests, Timber and Woods					Expenditures on Public Buildings, Highways, Works, etc.				
Year	9 Provinces	P.E.I.	N.S.	N.B.	Year	9 Provinces	P.E.I.	N.S.	N.B.
1916 ...	861,072	-	2,550	30,095	1916 ...	10,652,373	63,065	356,499	354,308
1917 ...	955,176	-	2,550	27,648	1917 ...	11,076,102	69,007	403,665	527,225
1918 ...	1,114,572	-	2,600	35,068	1918 ...	10,825,544	66,612	460,772	544,871
1919 ...	1,279,776	-	2,600	84,432	1919 ...	13,355,274	159,561	871,717	821,741
1920 ...	1,521,098	-	3,050	123,233	1920 ...	15,678,016	130,078	1,134,696	908,962
1921 ...	1,431,103	-	3,050	215,941	1921 ...	16,387,111	119,834	1,123,933	942,644
1922 ...	1,683,319	-	3,112	85,772	1922 ...	14,781,083	98,813	1,089,965	688,537
1923 ...	2,309,134	-	2,987	175,663	1923 ...	21,115,066	147,627	1,082,898	1,058,371
1924 ...	2,945,063	-	3,050	141,003	1924 ...	21,574,006	103,154	1,396,845	1,076,649
1925 ...	2,701,595	-	3,050	114,518	1925 ...	22,043,571	118,705	1,510,482	1,135,118
1926 ...	3,069,178	-	-	101,670	1926 ...	23,586,854	119,580	1,819,208	1,160,114
1928 ...	3,390,262	-	2/	140,969	1928 ...	30,404,532	194,261	2,397,532	1,748,873
1929 ...	4,002,627	-	2/	162,930	1929 ...	33,627,661	292,441	1,891,813	2,428,579
1930 ...	4,714,052	-	197,793	275,774	1930 ...	37,564,724	320,719	2,348,241	1,951,319
1931 ...	5,556,188	-	189,715	232,181	1931 ...	36,707,703	469,011	2,131,479	1,181,902

Expenditures on Agriculture					Expenditures on Game and Fisheries				
Year	9 Provinces	P.E.I.	N.S.	N.B.	Year	9 Provinces	P.E.I.	N.S.	N.B.
1916 ...	1,937,679	15,099	35,798	49,072	1916 ...	372,854	-	1,500	31,858
1917 ...	2,058,197	12,660	36,960	76,209	1917 ...	374,944	-	1,500	36,427
1918 ...	2,724,702	16,928	42,641	251,089	1918 ...	630,246	-	1,500	38,422
1919 ...	2,909,816	26,066	58,461	84,482	1919 ...	701,550	-	1,500	47,669
1920 ...	2,775,713	17,621	46,116	92,912	1920 ...	663,189	-	1,500	49,654
1921 ...	3,371,937	26,659	72,733	66,639	1921 ...	627,680	-	-	31,250
1922 ...	3,772,219	38,181	46,745	61,625	1922 ...	557,030	-	2,166	28,790
1923 ...	3,493,994	25,600	46,621	69,324	1923 ...	689,976	-	3,582	34,446
1924 ...	3,844,709	29,450	54,670	80,283	1924 ...	690,980	-	5,877	41,541
1925 ...	3,897,191	25,286	68,843	90,110	1925 ...	684,130	-	7,535	52,222
1926 ...	3,903,202	24,175	88,525	89,305	1926 ...	785,817	-	5,566	63,144
1928 ...	4,836,957	55,903	1/234,617	148,167	1928 ...	Included in "Miscellaneous Payments"			
1929 ...	4,747,212	24,626	1/184,126	180,581	1929 ...	Included in "Miscellaneous Payments"			
1930 ...	5,526,928	24,564	1/227,917	1/260,054	1930 ...	Included in "Forests, Timber and Woods"			
1931 ...	6,360,677	40,749	1/249,459	1/265,833	1931 ...	Included in "Forests, Timber and Woods"			

Expenditures on Education					Expenditures on Lands				
Year	9 Provinces	P.E.I.	N.S.	N.B.	Year	9 Provinces	P.E.I.	N.S.	N.B.
1916 ...	9,964,552	173,309	508,957	313,409	1916 ...	427,274	-	266	4,015
1917 ...	10,580,647	176,952	527,272	319,906	1917 ...	427,596	-	115	3,568
1918 ...	11,143,005	170,913	522,941	329,564	1918 ...	456,400	-	64	6,068
1919 ...	12,541,624	183,344	531,104	326,275	1919 ...	620,767	-	94	6,205
1920 ...	15,902,175	209,478	610,870	362,067	1920 ...	770,821	-	146	10,295
1921 ...	20,474,528	246,401	776,044	465,522	1921 ...	978,247	-	71	17,107
1922 ...	22,830,227	273,978	721,528	450,913	1922 ...	885,069	-	96	9,539
1923 ...	25,716,519	301,045	780,823	485,180	1923 ...	851,402	-	253	5,318
1924 ...	25,427,469	281,795	791,291	525,280	1924 ...	821,590	-	329	5,862
1925 ...	24,784,845	293,431	793,782	585,082	1925 ...	1,059,410	-	4,152	5,635
1926 ...	26,160,996	296,937	761,798	637,158	1926 ...	825,834	-	-	3,620
1928 ...	28,936,559	319,493	1/968,139	813,985	1928 ...	Included in "Miscellaneous Payments"			
1929 ...	30,671,176	331,505	1/1,005,765	974,989	1929 ...	Included in "Miscellaneous Payments"			
1930 ...	33,245,544	324,180	1/1,088,036	1/773,806	1930 ...	Included in "Miscellaneous Payments"			
1931 ...	34,487,613	313,601	1/1,158,350	1/790,784	1931 ...	Included in "Forests, Timber and Woods"			

1/ Including "Civil Government Expenditure".

2/ Included in "Miscellaneous Payments" not separable.

TABLE 4.--Details of the Ordinary Expenditures of the Maritime Provinces Compared with those of all Provinces, 1916-1926 and 1928-1931 - Continued.

Year	Expenditures on Legal Administration and Justice				Year	Expenditures on Hospitals			
	3/ 9 Provinces	P.E.I.	N.S.	N.B.		9 Provinces	P.E.I.	N.S.	N.B.
	\$	\$	\$	\$		\$	\$	\$	\$
1916 ...	5,182,299	30,412	25,660	46,557	1916 ...	3,936,834	60,752	314,074	142,225
1917 ...	5,314,091	30,262	25,670	44,059	1917 ...	4,837,677	90,038	352,288	176,978
1918 ...	5,272,813	26,799	28,333	40,216	1918 ...	5,758,117	91,361	501,962	208,444
1919 ...	5,560,157	29,015	32,410	59,531	1919 ...	6,850,623	121,385	668,257	186,059
1920 ...	6,588,441	34,010	36,095	46,407	1920 ...	8,099,518	121,866	751,215	213,717
1921 ...	7,890,601	33,662	58,243	53,443	1921 ...	8,864,862	120,559	847,568	210,305
1922 ...	7,388,586	36,130	71,027	48,313	1922 ...	8,908,974	104,364	825,967	225,842
1923 ...	8,272,640	34,318	97,016	54,930	1923 ...	10,155,217	130,181	823,541	227,425
1924 ...	7,304,243	32,913	44,359	47,828	1924 ...	9,734,092	108,586	780,119	296,548
1925 ...	7,225,133	31,027	69,629	66,228	1925 ...	10,079,063	105,142	811,595	298,455
1926 ...	7,601,364	35,699	136,383	59,409	1926 ...	10,031,977	107,279	784,367	297,363
1928 ...	8,777,004	40,593	45,296	61,086	1928 ...	11,919,719	112,126	873,355	323,410
1929 ...	9,402,476	44,539	53,322	67,506	1929 ...	12,852,539	123,941	880,694	363,709
1930 ...	10,707,268	48,295	102,743	296,733	1930 ...	14,039,626	131,479	908,229	393,795
1931 ...	10,228,957	84,574	43,072	278,711	1931 ...	12,782,486	130,801	908,042	385,040

Year	Expenditures on Correctional Institutions				Year	Expenditures on Colonization, Immigration, Publicity			
	9 Provinces	P.E.I.	N.S.	N.B.		9 Provinces	P.E.I.	N.S.	N.B.
	\$	\$	\$	\$		\$	\$	\$	\$
1916 ...	621,120	-	-	-	1916 ...	214,201	-	10,341	11,211
1917 ...	759,735	-	-	-	1917 ...	251,096	-	10,339	13,496
1918 ...	933,329	-	-	-	1918 ...	250,230	-	10,778	8,356
1919 ...	1,188,242	-	-	-	1919 ...	282,788	-	12,587	8,613
1920 ...	1,182,856	-	-	-	1920 ...	344,110	-	16,430	8,507
1921 ...	1,502,564	-	-	-	1921 ...	600,115	-	19,651	7,695
1922 ...	1,781,465	-	-	-	1922 ...	809,437	-	19,271	6,687
1923 ...	1,801,009	-	-	-	1923 ...	557,330	-	20,081	4,933
1924 ...	1,584,997	-	-	-	1924 ...	1,021,360	-	22,121	3,350
1925 ...	1,618,057	-	-	-	1925 ...	452,021 1/	-	19,641	5,596
1926 ...	1,740,617	-	-	20,088	1926 ...	1,264,585	-	21,195	7,900
1928 ...	1,985,453	-	21,060	23,152	1928 ...	715,258	-	17,094	11,767
1929 ...	1,991,202	-	30,784	27,188	1929 ...	751,121	-	21,929	14,097
1930 ...	2,282,923	-	24,344	30,288	1930 ...	823,241	-	25,159	16,111
1931 ...	1,615,266	-	22,643	27,197	1931 ...	765,954	-	19,892	11,731

Year	Miscellaneous Payments				Year	Expenditures on Charities			
	9 Provinces	P.E.I.	N.S.	N.B.		4/ 9 Provinces	P.E.I.	N.S.	N.B.
	\$	\$	\$	\$		\$	\$	\$	\$
1916 ...	3,910,534	13,543	49,938	64,910	1916 ...	668,128	4,545	15,175	2,972
1917 ...	5,337,664	9,715	58,684	61,331	1917 ...	681,587	5,730	16,477	2,572
1918 ...	6,410,059	9,941	66,115	66,647	1918 ...	751,088	5,669	17,755	5,700
1919 ...	8,162,984	20,000	80,136	92,553	1919 ...	804,988	5,385	21,434	8,619
1920 ...	7,023,767	9,908	135,822	121,255	1920 ...	961,200	4,961	29,601	29,006
1921 ...	4,996,269	11,049	118,363	209,943	1921 ...	967,909	5,349	30,813	30,583
1922 ...	4,936,467	6,288	123,054	96,775	1922 ...	1,107,670	5,320	34,277	29,904
1923 ...	4,234,750	11,906	131,620	125,400	1923 ...	869,607	6,093	28,725	21,799
1924 ...	3,951,071	11,309	106,865	108,904	1924 ...	1,038,702	4,797	30,809	24,558
1925 ...	4,565,577	10,499	204,899	130,007	1925 ...	1,115,620	5,774	26,513	25,840
1926 ...	5,110,418	12,702	136,944	135,410	1926 ...	1,158,618	6,197	63,076	5,431
1928 ...	11,621,422	52,160	489,253	436,427	1928 ...	1,269,458	10,151	2/82,332	3,410
1929 ...	13,868,052	44,399	497,378	428,918	1929 ...	1,386,375	11,021	2/70,421	2,542
1930 ...	14,479,201	49,719	470,769	185,619	1930 ...	1,615,389	10,990	2/96,475	4,379
1931 ...	17,284,142	68,911	496,052	205,927	1931 ...	1,743,404	17,612	2/124,554	5,463

1/ Decrease for 1925 as compared with 1924 is due to amount of \$506,040 which was grant to cover deficit on Land Settlement Board in 1924 in British Columbia.

2/ Including "Civil Government Expenditure".

3/ In Alberta from 1916 to 1925 "Legal Administration" included jails and lockups, from 1926 to 1931 they are included under "Correctional Institutions".

4/ Prior to 1926 Boys' Industrial Homes were included in "Charities" but from 1926 to 1931 they were shown under "Correctional Institutions".

TABLE 4.--Details of the Ordinary Expenditures of the Maritime Provinces Compared with those of all Provinces, 1916-1926 and 1928-1931 - Continued.

Year	Refunds				Year	Expenditures on Pensions, Gratuities, Reliefs			
	9 Provinces	P.E.I.	N.S.	N.B.		9 Provinces	P.E.I.	N.S.	N.B.
	\$	\$	\$	\$		\$	\$	\$	\$
1916 ...	159,697	-	5,331	1,719	1916 ...	1/ 197,144	700	9,284	6,533
1917 ...	126,599	4	13,151	1,592	1917 ...	1/ 277,224	700	9,076	5,883
1918 ...	123,483	70	15,056	905	1918 ...	1/ 456,658	700	7,974	17,561
1919 ...	305,884	400	12,224	2,607	1919 ...	1/ 521,977	700	8,350	10,110
1920 ...	373,777	-	15,894	1,060	1920 ...	1/ 841,270	992	9,578	17,873
1921 ...	455,389	-	13,645	-	1921 ...	1/1,377,429	1,408	10,659	11,343
1922 ...	322,388	915	8,359	-	1922 ...	1/3,159,081	700	10,464	11,085
1923 ...	425,102	-	12,193	-	1923 ...	1/4,512,160	700	16,427	10,425
1924 ...	497,864	-	3,701	-	1924 ...	1/4,234,536	350	19,183	44,160
1925 ...	455,004	-	2,275	-	1925 ...	1/3,975,226	550	20,934	12,169
1926 ...	492,636	-	106,925	-	1926 ...	4,370,433	1,100	22,735	5,301
1928 ...	Included in "Miscellaneous Payments"				1928 ...	Included in "Miscellaneous Payments"			
1929 ...	Included in "Miscellaneous Payments"				1929 ...	Included in "Miscellaneous Payments"			
1930 ...	Included in "Miscellaneous Payments"				1930 ...	Included in "Miscellaneous Payments"			
1931 ...	Included in "Miscellaneous Payments"				1931 ...	Included in "Miscellaneous Payments"			

Year	Interest Payments				Year	Expenditures on Amusements			
	9 Provinces	P.E.I.	N.S.	N.B.		9 Provinces	P.E.I.	N.S.	N.B.
	\$	\$	\$	\$		\$	\$	\$	\$
1916 ...	7,817,844	45,899	505,642	351,005	1916 ...	42,082	-	2,009	1,150
1917 ...	9,420,183	46,799	540,139	686,714	1917 ...	59,203	-	3,921	1,300
1918 ...	10,575,841	49,680	560,987	644,438	1918 ...	321,099	-	4,963	4,626
1919 ...	11,925,832	50,801	599,211	628,892	1919 ...	406,410	-	6,280	10,346
1920 ...	14,591,458	56,498	616,643	679,264	1920 ...	267,779	-	10,322	9,287
1921 ...	19,818,266	58,687	861,564	814,019	1921 ...	200,992	-	11,914	15,466
1922 ...	26,496,794	59,070	1,030,239	886,750	1922 ...	149,055	-	11,541	10,373
1923 ...	31,503,315	64,050	1,327,322	954,019	1923 ...	212,555	-	12,559	11,961
1924 ...	35,115,364	69,240	1,383,616	1,011,865	1924 ...	192,806	-	11,549	11,055
1925 ...	35,795,926	66,474	1,639,057	1,107,098	1925 ...	267,992	-	11,608	8,453
1926 ...	37,366,925	74,647	1,787,243	1,027,842	1926 ...	277,163	-	13,207	11,719
1928 ...	39,427,633	74,730	2,002,471	1,130,911	1928 ...	Included in "Miscellaneous Payments"			
1929 ...	41,207,090	74,998	2,270,269	1,211,867	1929 ...	Included in "Miscellaneous Payments"			
1930 ...	2/35,186,305	148,138	2/1,957,323	2,048,664	1930 ...	Included in "Miscellaneous Payments"			
1931 ...	2/36,748,366	170,385	2/2,083,937	2,310,825	1931 ...	Included in "Miscellaneous Payments"			

Year	Mothers' Allowances				Year	Sinking Funds			
	9 Provinces	P.E.I.	N.S.	N.B.		9 Provinces	P.E.I.	N.S.	N.B.
	\$	\$	\$	\$		\$	\$	\$	\$
1916 ...	-	-	-	-	1916 ...	627,632	-	40,669	31,613
1917 ...	-	-	-	-	1917 ...	980,459	-	77,852	33,231
1918 ...	-	-	-	-	1918 ...	1,372,325	-	77,448	31,336
1919 ...	-	-	-	-	1919 ...	635,944	-	76,826	31,335
1920 ...	-	-	-	-	1920 ...	670,767	-	103,490	31,080
1921 ...	-	-	-	-	1921 ...	943,416	-	267,358	78,441
1922 ...	-	-	-	-	1922 ...	1,187,438	-	359,489	81,965
1923 ...	-	-	-	-	1923 ...	3,001,549	-	405,768	137,036
1924 ...	-	-	-	-	1924 ...	3,227,038	10,470	437,820	141,086
1925 ...	-	-	-	-	1925 ...	3,638,961	15,720	241,325	171,389
1926 ...	-	-	-	-	1926 ...	3,357,789	15,720	-	175,799
1928 ...	4,133,373	-	-	-	1928 ...	3,524,825	15,795	-	247,402
1929 ...	4,405,596	-	-	-	1929 ...	3,672,478	16,320	-	250,182
1930 ...	3,555,422	-	-	-	1930 ...	4,206,977	3/	-	566,953
1931 ...	4,129,863	-	333,471	-	1931 ...	4,725,131	50,565	-	650,205

1/ Including Mothers' Allowance.

2/ In addition the Power Commission of Nova Scotia paid \$603,163 interest on funded debt in 1930 and \$649,179 in 1931. The Hydro Electric and other Commissions of Ontario paid interest charges on their debt amounting to \$3,985,784 in 1930 and \$11,644,748 in 1931.

3/ Extraordinary Expenditure was \$48,266.

The Division of Powers and of Fields of Taxation.--As already indicated, the desirability and the utility of the objects on which these increasing sums are being spent are under the British North America Act for the people of each province to decide. However, as the British North America Act laid down the field of direct taxation as that by which the provinces should raise their needed revenues, it will be of interest to supplement the general figures on revenues contained in Table 3 by a special statement showing the total and per capita receipts of the provinces derived from taxation during recent years. These are set out in Table 5 compiled in the Financial Statistics Branch of the Dominion Bureau of Statistics in co-operation with the provincial Governments--1916 being the earliest year for which such information is available. That the provinces of Canada are more and more resorting to revenue from taxation, licenses and permits, is the outstanding feature of this table, more than seven times as much provincial revenue being collected from these sources in 1931 as in 1916.

Further Examination of Provincial Taxation--Municipal Taxation.--A general view of revenue from provincial taxes, licenses and permits at five-year intervals is given in Table 5. The subject, however, is so important in its implications that more detailed analysis of the existing situation is desirable. It is desirable, for example, to provide a means of comparison between the taxation systems of the various provinces so as to note the varying methods in which direct taxation has been applied. The principal sources of provincial revenue in Canada, apart from Dominion subsidies and territorial revenue, are: taxes on corporations; succession duties; taxes on property; taxes on incomes (Prince Edward Island, British Columbia and Manitoba); taxes on land transfers (Ontario); gasoline tax; amusement tax; automobile licenses; revenue from liquor control; and miscellaneous licenses. Table 6, on pages 117 and 118 assembles these and other items of taxation in all the provinces for the year 1931.

It is evident from Table 6 that great differences prevail between the revenue systems of the various provinces. In analyzing the table, however, it would not be fair to apportion criticism to a province for the absence of any particular tax on the ground that it is failing to develop that particular source of revenue. Rather is it necessary to consider the tax system as a whole, with a view to ascertaining whether as such it is well balanced and adequate. A more legitimate method is to compare total tax receipts per capita. In this comparison it is necessary to include municipal taxation as well as provincial, since the service defrayed by provincial taxation in one province may be met out of municipal taxation in another though it may matter little to the taxpayer to which of the two authorities the payment is made. Figures for provincial taxation as given by the annual reports of the provincial treasurers are analysed on a uniform basis by the Financial Statistics Branch of the Bureau of Statistics. For municipal tax receipts it is more difficult to make comparisons, as provincial statistics are available for six provinces only. The figures in Table 7, (p. 119) however, are believed to be fairly complete.

It appears from Table 7 that municipal tax receipts per head are less in Nova Scotia than in any other of the six provinces which can be compared in this way, also that combined municipal and provincial taxes are least for Nova Scotia. It must, of course, be remembered that considerable areas in all the provinces have no municipal organization and consequently no municipal taxation; in these areas the burden of taxation is less, but naturally the benefits derived from the community are correspondingly less; e.g. various services such as water supply and fire protection, commonly provided out of taxation by the municipality, must be provided by private initiative or done without. Moreover, the larger the city, the more numerous the services it renders to the taxpayers, and consequently the higher the municipal taxes. In comparing a largely rural province, having no large cities, with a highly urbanized one, we should therefore expect the municipal taxation per capita to be higher in the latter.

TABLE 5.--Total and per Capita Receipts of Provincial Governments from Taxation, Licenses and Permits, for the Years 1916, 1921, 1926 and 1931, by Provinces.

Province	Total Receipts			
	1916 \$	1921 \$	1926 \$	1931 \$
Prince Edward Island	115,029	370,683	426,183	540,918
Nova Scotia	291,772	1,359,044	2,399,191	4,097,605
New Brunswick	275,001	796,935	2,062,909	3,674,990
Quebec	3,810,426	6,509,520	14,163,093	30,692,847
Ontario	6,494,904	13,772,396	26,964,500	44,914,356
Manitoba	936,628	2,641,113	5,767,925	7,138,757
Saskatchewan	686,750	5,018,776	6,872,516	8,106,334
Alberta	1,062,419	3,773,505	6,844,694	8,587,786
British Columbia	2,045,217	6,936,554	11,182,155	17,370,725
All Provinces	15,718,146	41,178,526	76,683,166	125,124,318

Province	Per Capita Receipts from Taxation, Licenses and Permits			
	1916	1921	1926	1931
Prince Edward Island	1.25	4.16	4.90	6.14
Nova Scotia	0.58	2.59	4.66	7.99
New Brunswick	0.75	2.05	5.21	9.00
Quebec	1.77	2.76	5.44	10.68
Ontario	2.39	4.69	8.52	13.09
Manitoba	1.69	4.33	9.03	10.20
Saskatchewan	1.06	6.63	8.37	8.79
Alberta	2.14	6.42	11.26	11.74
British Columbia	4.48	13.21	18.45	25.02
All Provinces	1.96	4.69	8.12	12.07

TABLE 6. --Ordinary Receipts from Taxation, Licenses and Permits, 1931.

	Prince Edward Island	Nova Scotia	New Brunswick	Quebec	Ontario	Manitoba	Saskatche- wan	Alberta	British Columbia	Total
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Taxation:										
Taxation of Corporations:										
Financial -										
Banks	15,089		35,570	-	607,553	-	-	65,200	-	723,412
Land Companies	-		-	-	-	-	-	8,086	-	8,086
Loan Companies	-		-	-	65,290	-	-	10,464	-	75,754
Trust Companies	1,733		2,650	See Ins. Act	84,919	-	-	5,672	-	94,974
Insurance -										
Fire Insurance Companies	12,000		46,086	-	355,344					
Guarantee and Accident Insurance Companies	925		11,853	-	-					
Life Insurance Companies	8,439		71,803	-	906,288					
Sundry Miscellaneous Insurance Companies	-		-	-	66,111					
Insurance Act -	-	1,787,060	-	124,760	2,178,939	-	-	142,583	57,609	503,891
Other Corporations -										
Car Companies	-		-	-	17,645	-	-	-	-	17,645
Commercial Corporations, etc.	-		-	3,424,850	1,489,952	543,100	-	-	-	5,457,902
Elevator Companies	-		-	-	-	-	-	74,050	-	74,050
Express Companies	-		3,115	-	36,400	-	-	7,510	-	47,025
Gas and Electric Companies	-		-	-	163,762	-	-	-	-	163,762
Light and Power Companies	1,914		-	-	-	-	-	31,312	-	33,226
Railways	-		177,220	-	576,803	608,756	404,000	283,616	-	2,050,395
Steamship Companies	600		-	-	-	-	-	-	-	600
Street Railways	-		1,274	-	800	-	-	-	-	2,074
Telegraph Companies	800		4,103	-	1,709	-	-	5,024	-	11,636
Telephone Companies	2,500		47,193	-	118,479	-	-	-	-	168,172
Miscellaneous Companies	16,600		42,263	-	21,166	-	583,103	121,507	-	784,639
Total Taxation of Corporations	60,600	787,060	443,130	3,549,610	4,691,160	1,231,487	1,076,746	1,119,749	57,609	13,017,151

1/ Details not separable.

2/ This amount is really licenses or fees.

TABLE 6.--Ordinary Receipts from Taxation, Licenses and Permits, 1931 - Continued.

	Prince Edward Island	Nova Scotia	New Brunswick	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia	Total
Succession Duties	\$ 11,640	\$ 256,415	\$ 293,941	\$ 6,697,262	\$ 9,504,814	\$ 452,023	\$ 323,007	\$ 552,767	\$ 558,790	\$ 13,650,659
Other Taxation -										
Brokers Tax	1,073	-	-	-	-	-	-	-	-	1,073
Education Tax Trust Account "D"	-	-	-	-	-	-	-	-	-	-
Fire Prevention Tax	-	-	-	36,376	77,508	-	-	76,625	-	76,625
Gasoline Tax	151,128	870,073	693,597	4,405,160	10,950,645	1,134,753	1,918,833	1,931,603	1,753,295	23,859,067
Income Tax	See Land Tax	-	-	-	-	856,038	-	-	1/5,290,623	6,146,661
Land Tax	1/170,739	89,782	-	-	131,951	-	-	-	-	392,372
Land Tax - Supplementary Revenue Tax	-	-	-	-	-	-	1,840	827,525	-	829,365
Land Transfer Tax	-	-	-	-	429,781	-	-	-	-	429,781
Leased Land Educational Tax	-	-	-	-	-	-	-	25,956	-	25,956
Poll Tax	-	-	-	-	-	-	-	-	-	-
Public Revenues Tax	-	-	-	-	-	-	-	-	117,975	117,975
Real Property Tax	See Land Tax	-	-	-	-	-	1,253,785	-	1,253,785	1,253,785
Rural District School Taxes	-	-	-	-	-	-	-	-	1,439,190	1,439,190
Stamp Tax, Transfer of Securities	-	-	-	-	-	-	-	-	627,319	627,319
Timber Area Tax	-	-	-	-	146,821	-	-	-	-	146,821
Timber Berths Taxation Act	-	-	-	-	-	-	-	5,028	-	5,028
Transfer of Shares, Bonds, etc.	-	-	-	397,897	-	-	2,493	-	-	2,493
Wild Land Tax	-	-	-	-	-	-	-	-	-	-
Other Unenumerated Taxes including arrears	112	-	58,125	-	-	-	-	-	689,828	397,897
			3,456	-	-	-	-	156,282	-	1,088,985
Total Taxation	395,292	2,003,330	1,492,239	15,086,305	25,932,580	3,735,127	4,750,628	4,695,536	10,534,619	68,625,656
Licenses and Permits -										
Auctioneers' Licenses	-	-	-	-	-	-	4,438	2,300	-	6,738
Dog Licenses	-	-	-	-	-	-	-	-	5,057	5,057
Licenses, Hotels, Shops, etc.	-	-	-	360,229	-	-	-	15,260	-	375,489
2/Liquor Traffic Control	-	774,358	1,220,065	3/9,833,333	10,875,000	1,929,702	1,417,353	1,888,338	4,190,544	32,128,693
Motor Vehicles	136,075	1,133,759	864,823	5,412,980	5,516,671	1,121,049	1,884,436	1,693,757	2,188,975	19,952,575
Pedlars' Licenses	1,005	-	-	-	-	-	12,178	2,338	-	15,521
Recreation and Amusement -										
Amusement Tax	8,167	180,532	79,667	Included	1,096,306	352,879	-	163,132	206,423	2,087,106
Moving Pictures	-	-	17,241	under	163,525	-	35,551	21,636	32,045	269,998
Pool and Billiard Rooms	-	-	-	Public	-	-	-	17,127	-	17,127
Race Track Meetings	-	-	-	Charities	1,317,514	-	-	78,190	179,662	1,575,366
Theatre Licenses	-	-	-	Act	-	-	-	10,172	-	10,172
Travelling Show Licenses	-	-	-	-	-	-	-	-	-	-
Other Trade or Business Licenses	379	5,626	-	955	12,760	-	1,415	-	-	15,130
				-	-	-	285	-	33,400	39,690
Total Licenses and Permits	145,626	2,094,275	2,182,751	15,606,542	18,981,776	3,403,630	3,355,706	3,892,250	6,836,106	56,498,662
Total Taxation, Licenses and Permits	540,918	4,097,605	3,674,990	30,692,847	44,914,356	7,138,757	8,106,334	8,587,786	17,370,725	124,313

1/ Including Personal Property Tax.

2/ Trading profits from Government Liquor Control, which represent the bulk of revenue under this heading are not at present separable in all classes and therefore are included with licenses and permits in this statement for each province.

3/ A grant of \$1,000,000 to Public Charities Fund was deducted.

TABLE 7.--Provincial and Municipal Taxation per Head in Six Provinces Publishing
Provincial Statistics of Municipal Finance.

Province	Population 1931 Census	Municipal Tax Receipts 1931	Municipal Tax Receipts per Head 1931	Provincial Receipts from Taxation, Licenses and Permits, per Head, 1931	Total Municipal and Provincial Receipts from Taxation, Licenses and Permits, per Head
		\$	\$	\$	\$
Prince Edward Island ...	88,038	(a) 168,646	(d)	6.14	-
Nova Scotia	512,846	6,605,580	12.88	7.99	20.87
New Brunswick	408,219	(b) 2,314,832	(e)	9.00	-
Quebec	2,874,255	74,007,074	25.75	10.68	36.43
Ontario	3,431,683	133,513,288	38.91	13.09	52.00
Manitoba	700,139	(c)	(f)	10.20	-
Saskatchewan	921,785	18,392,914	19.95	8.79	28.74
Alberta	731,605	10,255,691	14.02	11.74	25.76
British Columbia	694,263	18,260,430	26.30	25.02	51.32

(a) Charlottetown, only. (b) St. John and Moncton, only. (c) Taxes Imposed for cities \$10,432,788, Municipal Taxes Collected, All Sources, (all municipalities but cities) \$6,998,963. (d) \$13.64 municipal tax receipts per head for Charlottetown, only. (e) \$33.94 municipal tax receipts per head for St. John and Moncton, only. (f) Tax Imposition for cities per head \$40.32, Municipal Taxes Collected (all municipalities but cities) per head \$15.86.

Certain special aspects of the financial relations of the Dominion and the Maritime Provinces, which have been the subject of discussion and on which it may be convenient to have the available data assembled, are dealt with in Appendices 1 and 2, which deal respectively with the expenditures on Railways and Canals in the Maritimes; and Dominion expenditures on Public Works.

APPENDIX 1--RAILWAYS

The total capital expenditure of the Dominion Government on railways up to March 31, 1933, as given on page 25 of the report of the Department of Railways and Canals for that year was \$1,201,624,822.16. This includes \$390,764,906.22 on Canadian Government railways, exclusive of the Hudson Bay Railway. These expenditures brought up to December 31, 1932, as given on pages 42 and 58 of the same report were \$412,908,699.90. The total of \$1,201,624,822.16 also includes three items which are treated as subsidies by the Dominion Bureau of Statistics, viz., Annapolis and Digby Railway, \$660,683.09; Central Canada Railway, \$175,000.00, and Canadian Pacific Railway, \$62,791,435.25, and these have been included in the total cash subsidies of \$174,927,829 in the table below. These subsidies also include \$10,139,521 paid to the Canadian Pacific Railway for land granted and subsequently relinquished, but do not include any estimated value for lands granted to railways.

The statement also does not include the funded debt of the Canadian National Railway held by the public, part of which is guaranteed by the Dominion Government. On December 31, 1932, this amounted to \$965,831,382 guaranteed by the Dominion Government, \$72,184,488 guaranteed by the western provinces and \$226,501,297 bearing no guarantees, or a total of \$1,264,517,167.

The cumulative debt of the Canadian National Railways from 1923 to 1932 inclusive, exclusive of interest due to the Dominion Government, amounted to \$242,220,094. This included deficits on the whole system including lines in Canada and the United States and also the Canadian Government railways.

Deficits of the Canadian Government railways 1868 to 1932 inclusive amounted to \$41,962,777. They would have been somewhat larger but for the western portion, particularly the line from Winnipeg to Fort William. For the six years 1927-1932 the net income of all Canadian Government lines was \$3,069,119, whereas the Eastern Lines, made up largely of Canadian Government railways east of Levis and Diamond Junction, from July 1, 1927 to December 31, 1932 showed a deficit of \$32,905,784. Consequently the western portion must have earned around \$35,000,000.

Railway Expenditures
(to March 31, 1933)

	Prince Edward Island		Nova Scotia		New Brunswick		Total Maritime Provinces		Total Canada
	\$	%	\$	%	\$	%	\$	%	\$
Investment in Canadian Government Railways	20,934,272	5.1	66,437,179	16.1	103,608,778	26.3	190,980,229	46.2	411,467,613
Investment in affiliated companies									1,441,086
									412,908,699
Dominion cash subsidies	-		5,261,894	3.0	2,549,149	1.5	7,811,043	4.5	174,927,829(1)
Maritime Freight Rates Act - Subsidies)	3,985,932	7.8	8,416,942	17.5	15,514,529	32.2	27,917,403	58.5	(15,296,999
Deficits)									(32,905,784
Railway property transferred to Halifax & St. John Harbour Commissions, 1928 .			12,830,122	95.2	645,183	4.8	13,475,305	100.0	13,475,305
	24,920,204	3.8	92,946,137	14.3	122,317,639	18.8	240,183,980	36.9	649,514,616*
Other capital expenditures by Department of Railways & Canals including loans to C.N.R. etc.	934,319	.1	51,037,132	7.3	24,992,571	3.6	76,964,022	11.0	696,840,114
	25,854,523	1.9	143,983,269	10.7	147,310,210	10.9	317,148,002	23.5	1,346,354,730(2)

(1) Excludes \$2,766,053 interest paid province of Quebec before principal was paid and 31,881,643 acres of land.

(2) Does not include guarantees of bonds held by the public.

Division of items which could not be allocated made on mileage basis.

APPENDIX 2.--EXPENDITURES BY THE DOMINION DEPARTMENT OF PUBLIC WORKS IN THE MARITIME PROVINCES

FROM CONFEDERATION TO MARCH 31, 1933.

A statement herewith from the Chief Accountant's Branch of the Department of Public Works shows by provinces the expenditures on construction and repair and maintenance of public buildings since Confederation, also the expenditures on dredging and on construction and repairs of harbours, from Confederation to March 31st, 1933.

Of a total expenditure of \$255,414,108.42 on public buildings since Confederation, \$4,484,224.12 of which was not separable by provinces, there was expended in Nova Scotia \$7,607,370.90, in Prince Edward Island \$1,186,969.47, in New Brunswick \$8,300,113.61, or a total of \$17,094,453.98, or 6.69 per cent. Of the total expenditure for this purpose, Nova Scotia accounted for 2.98 per cent, Prince Edward Island for 0.46 per cent, and New Brunswick for 3.25 per cent. This percentage of expenditure was considerably smaller than the proportion of the Maritimes on a population basis. The above amounts include expenditures in the fiscal years ended March 31, 1932 and 1933 under the Unemployment and Farm Relief Acts as follows: Prince Edward Island, \$3,316.50; New Brunswick \$41,504.70; Canada, \$233,200.91.

On the other hand, out of \$266,692,151.78 spent on harbours and rivers since Confederation, \$10,638,513.79 of which could not be allocated by provinces, there was spent in the Maritime Provinces a total of \$65,850,887.38, or 24.7 per cent of the total. Of this sum \$25,465,547.82 or 9.55 per cent of the total, was expended in Nova Scotia, \$5,110,658.45 or 1.92 per cent in Prince Edward Island, and \$35,274,681.11, or 13.23 per cent in New Brunswick. The above amounts include expenditures in the fiscal years ended March 31, 1932 and 1933 under the Unemployment and Farm Relief Acts as follows: Prince Edward Island, \$2,945.99; Nova Scotia, \$534,810.53; New Brunswick, \$128,034.26; Canada \$1,498,102.20.

In considering the above figures, it should be remembered that in 1871 the three Maritime Provinces contained 20.80 per cent of the total population and in 1931 only 9.72 per cent.

Taking the two items of public buildings and harbours and rivers together, out of a grand total of \$522,106,260.20 expended since Confederation, the total for the Maritimes was \$82,945,341.36 or 15.9 per cent of the grand total.

**Total Amounts Spent by the Department of Public Works on Public Buildings and on Harbours and Rivers
in the Maritime Provinces from Confederation to 31st March, 1933.**

	Dredging	Construction and Repairs	Maintenance	Total
Public Buildings				
Nova Scotia		4,557,159.85	3,050,211.05	7,607,370.90
Prince Edward Island	-	639,881.72	547,087.75	1,186,969.47
New Brunswick	-	5,561,284.44	2,738,829.17	8,300,113.61
Total Public Buildings	-	10,758,326.01	6,336,127.97	17,094,453.98
Harbours and Rivers				
Nova Scotia	9,002,786.57	16,462,761.25	-	25,465,547.82
Prince Edward Island	2,056,573.74	3,054,084.71	-	5,110,658.45
New Brunswick	13,566,329.92	21,708,351.19	-	35,274,681.11
Total Harbours and Rivers	24,625,690.23	41,225,197.15	-	65,850,887.38
Summary				
Public buildings	-	10,758,326.01	6,336,127.97	17,094,453.98
Harbours and rivers	24,625,690.23	41,225,197.15	-	65,850,887.38
Grand Total	24,625,690.23	51,983,523.16	6,336,127.97	82,945,341.36

Expenditures on Public Buildings in the Maritime Provinces, 1867-1933.

	Nova Scotia			Prince Edward Island			New Brunswick		
Fiscal Year	Construction and Repairs	Maintenance	Total	Construction and Repairs	Maintenance	Total	Construction and Repairs	Maintenance	Total
1867-1925	3,721,087.35	1,858,269.54	5,579,356.89	540,310.41	374,673.28	915,483.69	4,750,063.23	1,766,010.99	6,516,074.22
1925-26	103,386.83	139,241.77	242,628.60	18,334.54	20,319.27	38,683.81	260,820.70	117,523.61	378,344.31
1926-27	63,600.67	115,930.92	209,531.59	8,646.74	21,053.55	29,700.29	63,276.74	120,091.84	183,368.58
1927-28	70,511.59	149,623.52	220,135.11	31,113.89	23,142.93	53,256.82	62,218.11	123,538.58	185,756.69
1928-29	86,354.33	147,847.80	234,202.13	12,315.97	20,685.67	33,001.64	85,173.41	124,922.66	210,096.07
1929-30	111,944.72	173,770.89	285,715.61	8,514.18	22,517.51	31,031.69	99,719.40	127,318.47	217,037.87
1930-31	165,833.25	146,155.99	311,989.24	7,553.98	22,952.24	30,506.22	107,551.54	131,462.69	239,014.23
1931-32	177,757.16	151,654.76	329,411.92	5,258.39	21,557.00	26,815.39	44,129.57	118,667.96	162,797.53
U.F.R.A.† ...	-	-	-	3,316.50	-	3,316.50	41,504.70	-	41,504.70
1932-33	56,683.95	137,715.86	194,399.81	4,017.12	21,156.30	25,173.42	56,827.04	109,292.37	166,119.41
U.F.R.A.† ...	-	-	-	-	-	-	-	-	-
Total	4,557,159.85	3,050,211.05	7,607,370.90	639,881.72	547,087.75	1,186,969.47	5,561,284.44	2,738,829.17	8,300,113.61

Expenditures on Harbours and Rivers in the Maritime Provinces, 1867-1933.

	Nova Scotia			Prince Edward Island			New Brunswick		
Fiscal Year	Dredging	Construction and Repairs	Total	Dredging	Construction and Repairs	Total	Dredging	Construction and Repairs	Total
1867-1925	5,962,680.88	12,078,840.98	18,041,521.86	1,326,023.90	2,159,392.15	3,485,416.05	11,801,681.90	16,788,876.57	28,590,558.47
1925-26	400,825.42	488,542.88	889,368.30	65,618.56	44,885.48	110,504.04	164,614.89	893,539.83	1,058,154.72
1926-27	302,978.68	263,211.07	566,189.75	62,281.45	35,997.76	98,279.21	133,688.84	567,157.84	700,846.68
1927-28	442,920.15	408,329.42	851,249.57	92,868.36	165,185.41	258,053.77	88,754.04	564,679.43	653,433.47
1928-29	464,913.67	525,612.50	990,526.17	136,590.51	257,305.60	393,896.11	57,710.31	539,822.41	597,532.72
1929-30	397,966.99	470,753.63	868,720.62	170,736.51	144,010.29	314,746.80	195,515.74	493,855.86	689,371.60
1930-31	589,682.59	750,811.22	1,340,493.81	93,237.85	137,873.38	231,111.23	378,013.76	663,469.90	1,041,483.66
1931-32	215,247.76	703,017.52	918,265.28	58,234.04	55,982.69	114,216.73	413,029.02	621,422.90	1,034,451.92
U.F.R.A.†	6,648.30	507,244.21	513,892.51	-	2,945.99	2,945.99	4,840.11	112,800.25	117,640.36
1932-33	204,105.89	260,296.04	464,401.93	50,982.56	50,505.96	101,488.52	319,420.89	461,110.72	780,813.61
U.F.R.A.† ...	14,816.24	6,101.78	20,918.02	-	-	-	8,778.42	1,615.48	10,393.90
Total	9,002,786.57	16,462,761.25	25,465,547.82	2,056,573.74	3,054,084.71	5,110,658.45	13,566,329.92	21,708,351.19	35,274,681.11

† Unemployment and Farm Relief Act.

CHAPTER VIII.--THE DUNCAN REPORT.

The Royal Commission on Maritime Claims, appointed on April 7, 1926, submitted its report on September 23, 1926. This report, commonly known as the "Duncan Report", as respects its subject matter and recommendations, may be subdivided as follows:

- I. Money Grants to Provinces.
- II. Transportation and Freight Rates.
- III. Port Development and Export Trade.
- IV. Trade Policy - Forest Produce, Fisheries, Coal and Steel.
- V. Agriculture and Migration.
- VI. New Brunswick Railways.
- VII. General.

In the following pages the recommendations of the report have been summarized and an attempt has been made to indicate briefly, under each heading, subsequent action taken towards implementing them.

I. Money Grants to Provinces.

The Commission's judgment was that, both in respect of grants for the machinery of governments and in respect of debt allowances, the Maritimes had a genuine claim to a readjustment of the existing financial arrangements between the Dominion and themselves and that in any readjustment their territorial limitations entitled them to still further consideration. It recommended "that the Dominion Government should give immediate consideration to the whole of this subject with a view to a complete revision of the financial arrangements between them and the Maritime Provinces". Pending this revision it recommended "that immediate interim lump-sum increases should be made in the payments to the three Maritime Provinces as follows: Nova Scotia, \$875,000; New Brunswick, \$600,000 and Prince Edward Island \$125,000, and that "these interim payments should be continued until the Dominion Government had time to complete its investigation and re-assessment".

The above sums have been paid annually as recommended, total payments to Nova Scotia to the end of the fiscal year 1933-1934 amounting to \$6,125,000; to New Brunswick, \$4,200,000 and to Prince Edward Island \$875,000.

The question of the revision of provincial subsidies was placed on the agenda of the Dominion-provincial conference held in 1927 and likewise on that of the several such conferences held since that time. So far, however, the complete revision on a permanent basis acceptable to all the provinces recommended by the Commission has not been accomplished.

II. Transportation and Freight Rates.

(a) Freight Rates -

The Commission held that it had been established that strategic rather than purely commercial reasons had dictated the route of the Intercolonial and that grades and curvature as well as winter conditions in the Maritimes caused the operating and maintenance expenses to be much greater than the average of the rest of the system and that no account was taken in the rate structure of these special considerations as was promised and had been recognized before 1912 in the lower than average rates then existing.

It therefore recommended "that an immediate reduction of 20 per cent be made on all rates charged on traffic which both originates and terminates at stations in the Atlantic division of the Canadian National Railways - including export and import traffic, by sea, from and to that division - and that the same reduction be also applied to the Atlantic division proportion of the through rates on all traffic which originates at stations in the Atlantic division - excluding import traffic by sea - and is destined to points outside the Atlantic division". For this purpose the divisional points on the Atlantic division were to be Diamond Junction and Levis.

The Maritime Freight Rates Act of 1927 (R. S. 1927, Chap. 79) implemented the above recommendation. It provided for a reduction of 20 per cent as from July 1, 1927 in the rates on certain specified traffic on the "Eastern Lines" (the former Atlantic region of the Canadian National Railways and additional mileage to Diamond Junction and Levis). The accounts of the Eastern Lines were to be included as a separate item in the Canadian National Railways budget. Competing railways in the selected territory were likewise allowed to reduce their tariff of tolls by 20 per cent and bill the Railway Commission for this amount.

Aggregate payments under the Maritime Freight Rates Act amounted to \$48,202,783.16, as of March 31, 1933. Of this amount, \$32,905,783.78 represented deficits on Canadian National Railway operation in Eastern Lines territory since July 1, 1927 when the legislation became effective and since which date these deficits have, under the terms of the Act been provided each year by direct vote of Parliament and not charged against the railways as interest-bearing loans. The total payments made on account of the twenty per cent rate reduction in eastern territory now amount to \$15,296,999.38 of which sum \$11,196,200.73 has been paid to Canadian National (former Canadian Government) lines and \$4,100,798.65 to privately owned and operated railways, the principal of which are the Canadian Pacific, the Dominion Atlantic and the Sydney and Louisburg Railway Company.† For further details see table on next page.

† Annual Report of the Department of Railways and Canals, 1932-33, p.6.

Statement Showing Payments Under the Maritime Freight Rates Act by Fiscal Years to March 31, 1933,
and Contact with the Railway Companies' Accounts as at December 31, 1932.

	1927-28	1928-29	1929-30	1930-31	1931-32	1932-33	Total	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.
Railways other than Canadian National Railways -								
Atlantic, Quebec and Western Railway	9,974.20	24,015.70	6,786.23				40,776.13	
Canada and Gulf Terminal Railway	890.39	3,237.85	3,412.32			1,632.98	19,741.89	
Canadian Pacific Railway, including Fredericton and Grand Lake Coal and Railway Company and New Brunswick Coal and Railway Company	130,962.64	261,051.34	258,494.36					
Cumberland Railway and Coal Company	13,597.03	31,507.33	32,064.79					
Dominion Atlantic Railway	86,971.71	180,936.59	197,804.72					
Maritime Coal, Railway and Power Company	10,980.96	21,436.23	20,395.47					
Quebec, Oriental Railway Company	4,905.52	12,370.03	5,143.29					
Sydney and Louisburg Railway Company	150,408.00	277,632.24	257,914.02					
Temiscouata Railway Company	12,964.11	16,705.85	29,134.21					
Canadian National Railways -								
Eastern Lines 20% Reduction in Tolls	421,654.56	828,893.16	811,149.41				4,100,798.65	
Total 20% Reduction in Tolls	931,809.89	1,930,000.00	2,281,527.75				11,196,200.73	
Canadian National Railways -								
Eastern Lines Deficits (other than occurring from Reduction in tolls)	1,353,464.45	2,758,893.16	3,092,677.16				15,296,999.38	
Total	2,117,936.42	4,418,644.50	4,308,357.01				32,905,733.73	
Reconciliation of Appropriations for Eastern Lines Deficits with Calendar Year Requirements -								
Appropriations as above	2,117,936.42	4,418,644.50	4,308,357.01				30,824,377.43	
Adjustments	-	218,287.99	453,860.21				2,080,906.30	
Calendar years requirements (as per Canadian National Railways annual reports (Eastern Lines)	2,117,936.42	4,200,356.51	4,762,217.22				32,905,733.73	

Note:- Payments during Fiscal Year 1927-28 cover period from July 1, 1927, to December 31, 1927.

Source: Annual Report Department of Railways and Canals, 1932-33.

Further to the preceding recommendation, the Commission stated "the immediate operation of this reduction will not withdraw from the purview of the Railway Commission the detailed claims which are already before them in respect of Maritime rates--considerations such as attach only to individual claims or the general question as to whether or not railway companies should give better treatment than they are giving to long distance traffic particularly on natural products and associated enterprise and to export and import rates from and to points outside the Maritime area passing through Atlantic ports, are still open for review by the Railway Commission. So also is the question of the retention of the open gateways, at St. John and Ste. Rosalie Junctions".

In regard to the above, reference may be made to many of the Railway Commission's Orders and Judgments, Regulations and Rulings which it would be impossible to detail here. Among others may be mentioned the Judgment, volume 16, p. 117; Order No. 39349, volume 17, p. 109; Judgment, volume 17, p. 423, dealing with the retention of the open gateways at St. John and Ste. Rosalie Junctions, rates etc; Judgment, volume 20, p. 221, dealing with rates on grain and flour to Saint John and Halifax for export.

With reference to the amending of rates, from time to time, to meet changing conditions, etc., the Board of Railway Commissioners points out that a great number of rates have been modified and reduced by the railways since the issuance of the Duncan Report and the passing of the Maritime Freight Rates Act, to meet new industrial or traffic conditions and competition with other forms of transportation. These changes do not require specific approval of the Board and are so numerous that it would be impracticable to detail them.

II. (b) Scope of the Railway Commission's Functions -

It was further recommended by the Duncan Commission that "the Railway Board should be vested with somewhat fuller supervisory responsibility in its relation to the natural basic products of the country and the development of these products and associated enterprises" (the work of the Commission at present being circumscribed within two considerations (1) reasonable compensation to the carrying company and (2) no unfair preference or unjust discrimination as between traders) and if vested with the fuller supervisory responsibility indicated, the Board "should also be vested with power, in weighing an application that raised these considerations, to order an accounting investigation at their own hand into the incidence of the railway charge on the costs of production of the commodity and its relationship to other costs and to the general trading results of the interest involved".

There has, to date been no amendment of the Railway Act nor alteration of the Board's functions as a result of what was set out in the Duncan Report.

II. (c) Incidence of Horizontal War Increases -

During the war flat percentage increases were added to railway rates. This, it was contended, had seriously prejudiced long distance traffic, especially heavy traffic. Subsequent reductions were also "horizontal" although the railway administration had thought it might be better to select for consideration basic commodities such as grain, forest products, coal, iron and steel but felt prevented because of a declaration made when the rates were increased that reductions also would be horizontal. The Duncan Commission recommended that "the matter should be taken into fresh consideration by the Railway Commission and that they should be relieved from the necessity of regarding themselves as bound by any such declaration but should be free to consider the whole question on its merits".

Regarding "Incidence of Horizontal War Increases" the Board of Railway Commissioners states that it had, in a measure dealt with the situation by its judgment re: freight tolls, 1922 (vol. 12, Judgments of the Board of Railway Commissioners for Canada, p. 61). Reductions were made in the rates on so-called basic commodities in that year. This action was taken, of course, previous to the issuance of the Duncan Report.

II. (d) Transportation for Prince Edward Island -

(1) Prince Edward Island Railway

Referring to the substantial foundation for complaint as to the railway service in Prince Edward Island and the needed improvements, the Duncan Commission recommended "that the railway administration should be asked to make a survey of what is required in this connection and that the Department should make capital provision for the improvements to be undertaken within the shortest possible time".

With reference to the above it may be pointed out that the Island railway was originally a narrow gauge line and that it has been gradually brought up to standard gauge, this necessitating fairly heavy expenditures. In 1926 there were 52 miles of narrow gauge; in 1930 this had all been converted to standard. Capital expenditures on the Prince Edward Island Railway as of December 31, 1926 were \$13,639,310 and as of March 31, 1933, \$16,992,484.

(2) Prince Edward Island Car Ferry -

Referring to the need for improved ferry boat service the Commission recommended "that the matter be gone into from the point of view of placing at the disposal of the Island such satisfactory means of communication as will ensure as regular and complete service as can reasonably be made". It was further recommended "that so far as the ferry boat service is concerned it should not be run as part of the railway operations but should be run by the railway administration under separate account for the Department."

A statement of the amounts spent on an additional ferry and on terminal improvements subsequent to the issue of the Duncan Report, as well as expenditure on the original ferry and terminals, is given herewith.

Prince Edward Island Car Ferry and Terminals - Expenditure to March 31, 1933.*

Fiscal Year	Terminal \$ ¢	Ferry Steamer \$ ¢	Total \$ ¢
Original Ferry and Terminals -			
1912-13	8,276.20	-	8,276.20
1913-14	117,412.30	-	117,412.30
1914-15	566,613.63	-	566,613.63
1915-16	648,803.34	673,790.00	1,322,593.34
1916-17	600,641.68	4,035.18	604,676.86
1917-18	301,232.90	3,122.14	304,355.04
1918-19	55,730.58	-	55,730.58
1921-22	97,000.00	-	97,000.00
1923-24	196,417.63	-	196,417.63
	2,592,128.26	680,947.32	3,273,075.58
Additional Ferry and Terminal Improvements -			
1928-29	172,774.85	87.50	172,862.35
1929-30	84,243.27	-	84,243.27
1930-31	826,911.82	1,673,088.18	2,500,000.00
1931-32	585,675.42	505,620.31	1,091,295.73
1932-33	-	- 132,591.78	- 132,591.78
Total	1,669,605.36	2,046,204.21	3,715,809.57
Grand Total	4,261,733.62	2,727,151.53	6,988,885.15

* Annual Report of the Department of Railways and Canals, 1932-1933, page 48.

III. Port Development and Export Trade.

After stating their belief that "it is in the public interest of Canada and in the interest of the future growth and expansion of its activities that its Atlantic ports should be developed" and that "there will be neither inducement enough nor impetus enough, to create really great ports since, for some time at all events, it will be necessary to create facilities even ahead of the expansion of trade" the Commission recommended that in respect of each of the harbours at Halifax and St. John, the Federal Government should establish a statutory Harbour Commission, whose business it would be to see that the port facilities are developed on such a scale as will gradually - but by no means slowly - create channels through which trade can expand both winter and summer".

The Commission further stated its view that the development of a port is as much a matter of mechanical and technical equipment, business organization and practical administration as is the development of any extensive manufacturing or industrial business, and that port development must be built upon the basis of a balanced and diversified traffic and on the basis also of diversified markets. While a function of the Harbour Commissions would be to survey and study the possibility of developing the export trade of the Maritimes, the Commission viewed this trade, not as standing by itself, but as a factor in the development of the port, co-ordinated with the very substantial nucleus of shipping traffic that already attaches to the ports of Halifax and St. John and co-ordinated also with the other factors which the Commission's organization would influence and direct. "These" it was stated "include the wider export (including grain shipments) and import traffic that can be organized all the year round if the full advantage is to accrue to Canada from such arrangements as lie at the foundation of their policy in regard to trade through Canadian ports, railways, trade treaties, British preference provisions and immigration".

Commenting on the Duncan report, the Prime Minister said in the House in 1927:

"In connection with port development and the development of trade through Canadian ports, it might here be mentioned that within the past year increased loading accommodation has been provided for the elevator at Halifax; also that the bill "respecting the Canadian National Steamships and to provide for the establishment of a West Indies service", at present before parliament, will have an important bearing upon port development and trade of the Maritime Provinces. Mention should also be made of the enactment of 1923 whereby a discount of 10 per cent of the existing customs duty in addition to the preference rate is allowed on goods entitled to the benefit of the British preference when shipped via Canadian ports, and of the enactment of last year which restricts the advantages to be derived from the British preference to commodities entering Canada via Canadian ports." (Hansard 1926-27, p. 1335).

In 1927 an Act was passed establishing a Harbour Commission for Halifax to consist of three commissioners who were to have the administration and control of the harbour and all property belonging thereto, the power to acquire real estate or personal property, to regulate the construction and maintenance of wharves, piers, buildings, etc. within the harbour limits, to borrow money, etc. The Act stated fully that the powers of the corporation were not to be restricted by provincial statutes. (Statutes, 1926-27, Chapter 58).

A similar Act was passed establishing a Harbour Commission for St. John. (Statutes 1926-27, Chapter 67).

Some information as to the actual investment in the harbours of Halifax and Saint John may be gleaned from the Public Accounts. Thus, in the schedules of the balance sheet of the Dominion for 1932-1933 there is given under Schedule H "Public Works Miscellaneous" an investment of \$86,511.89 on Halifax elevator site and \$12,859,091.69 on Halifax harbour improvements, together with, under Schedule N "Miscellaneous Investments and Other Accounts Non-Active", advances to the Harbour Commissioners of Halifax amounting to \$8,616,511.18. Again in the case of the Saint John harbour we find under Schedule H a non-active investment of \$18,815,167.97 in Saint John harbour improvements. Also under Schedule N, "Miscellaneous Investments and Other Accounts Non-Active", advances to the Harbour Commissioners of Saint John are given as \$11,659,912.02 and other advances for redemption of matured guaranteed debt amounting to \$164,646.16. Under the heading of "Guaranteed Securities", we find in Schedule V that the Government has guaranteed to the Saint John Harbour Commission (a) bonded indebtedness of the city of Saint John assumed by the Commission to the amount of \$1,302,518.80 held by the public and (b) debentures of the Commission issued to the city of Saint John bearing five per cent interest due August 1, 1952 amounting to \$667,953.04 held by the public. Thus apart from the \$1,970,000 of securities guaranteed for the Saint John Harbour Commission, the investment of the Canadian public in these two harbours amounts to approximately \$52,200,000 on none of which interest is being received. Advances made to these Harbour Commissions in the latest completed fiscal year are given on page XII of the Introduction to the Public Accounts as follows:

Halifax Harbour	\$1,023,511.18
Saint John Harbour Improvements	2,489,057.02
Saint John Harbour Guaranteed Bonds Matured	164,646.16

III. (b) Harbour Facilities in Prince Edward Island.

Referring to harbour facilities in Prince Edward Island "especially as regards the important and valuable potato crop, they have developed and the fact that considerable harbour improvements are necessary at the ports of Charlottetown, Georgetown and Summerside, all of which are owned by the Dominion", the Commission recommended "that the Public Works Department make an immediate survey of these harbours, particularly as to wharfage and storage accommodation, with a view to adequate provision being made to meet the needs of the Island's produce".

Referring to this recommendation the Prime Minister said in the House in 1927 "In regard to harbour facilities in Prince Edward Island, it should be stated that the Department of Public Works had begun a survey of the harbours of Charlottetown, Georgetown and Summerside, particularly as to wharfage and storage accommodation, prior to the date on which the Commission presented its report. The survey will be continued in as far as may be necessary fully to comply with the Commission's recommendations" (Hansard 1926-27, p. 1335).

Expenditure on the harbours of Charlottetown, Georgetown and Summerside for the years 1922-1933 are shown herewith.

Amounts Expended by the Department of Public Works in Fiscal Years ending March 31, 1922-1933.*

Harbours and Rivers					
Year	Dredging	Construction and Improvements	Repairs	Staff and Maintenance	Total
	\$	\$	\$	\$	\$
CHARLOTTETOWN					
1922	24,494.91	-	-	-	24,494.91
1923	4,398.84	-	-	-	4,398.84
1924	1,440.34	-	-	-	1,440.34
1925	13,927.64	-	-	-	13,927.64
1926	10,460.81	-	-	-	10,460.81
1927	8,444.65	-	-	-	8,444.65
1928	28,879.83	512.61	-	-	29,392.44
1929	38,459.05	165,425.14	-	-	203,884.19
1930	47,977.18	38,315.22	-	-	86,292.40
1931	19,729.75	-	235.44	-	19,965.19
1932	-	-	620.38	-	620.38
1933	-	-	-	-	-
GEORGETOWN					
1922	-	-	811.05	-	811.05
1923	1,105.99	-	-	-	1,105.99
1924	6,841.59	11,902.68	263.39	-	19,007.66
1925	-	14,081.89	-	-	14,081.89
1926	-	-	1,174.76	-	1,174.76
1927	-	-	422.68	-	422.68
1928	16,448.82	54,957.58	-	-	71,406.40
1929	10,521.60	-	3,792.40	-	14,314.00
1930	-	985.10	2,205.59	-	3,190.69
1931	-	-	15,707.38	-	15,707.38
1932	-	-	257.53	-	257.53
1933	-	-	573.59	-	573.59
SUMMERSIDE					
1925	-	-	7,504.68	-	7,504.68
1926	5,953.53	-	6,892.37	-	12,845.90
1927	-	1,762.94	-	-	1,762.94
1928	4,552.56	58,497.49	-	-	63,050.05
1929	11,230.99	2,062.86	-	-	13,293.85
1930	11,990.95	-	367.84	-	12,358.79
1931	-	-	-	-	-
1932	-	-	8,225.41	-	8,225.41
1933	-	-	2,368.77	-	2,368.77

*Source: Annual Reports Department of Public Works.

IV. Trade Policy-Forest Produce, Fisheries, Coal and Steel.

With reference to the natural basic products of the Maritime Provinces, namely agriculture, fish, timber and coal, the Commission stated its view that "no greater dis-service could be done than to evade deliberate decision on subject matters that lie at the very foundation of the economic prosperity of these provinces."

(a) Forest Products and Fish.

Referring to the importance of these industries to the Maritimes and to the widespread conviction in these provinces that the customs or trade policies of the Dominion do not take sufficient account of the natural products of the Maritimes, the Commission stated "We do not feel it right to express a final view on the proposal for mutual trade treaties for forest products and fish since that would take us, both in marshalling evidence and deciding upon it, too far beyond the terms of our Reference--we recommend that the Dominion Government should apply its mind to the proposition in the light of Maritime Province interests, and having regard also to the position of other provinces concerned with these same products, and to Dominion interests generally".

In the statement of policy as to Maritime claims in 1927, the Prime Minister, the Right Honourable W.L.M. King declared the Government's "readiness and willingness to make an arrangement with the United States whenever they are willing to meet us on fair terms" (Hansard 1926-27, p. 1334) and stated that "reciprocal trade treaties in natural products are and have been for many years a part of Liberal trade policy" and that "the appointment of a minister to Washington is a step which it is believed will be helpful, as opportunity offers in the negotiation with our neighbours of trade treaties of mutual interest and advantage".

In the 1933 session and again in 1934 William Duff, member for Antigonish-Cuysboro, presented a resolution urging the Government to open negotiations with Washington for a treaty that would permit free entry into the United States for such natural products as wheat, fish, lumber and cattle in return for concessions in the Canadian market for American goods. The Prime Minister, the Right Honourable R. B. Bennett speaking in the House on February 19, 1934 said that Canada was ready to negotiate a reciprocity treaty with the United States along lines that would be fair to both countries; that informal negotiations had been carried on in Washington for the past nine months and that when President Roosevelt was clothed with bargaining power by Congress these would continue in more concrete form. An amendment to the Duff resolution was moved by Mr. Bennett, as follows: "On the first day of May, 1933 the Prime Minister informed this House that the Governments of Canada and the United States of America had agreed to begin a search for means to increase the exchange of commodities between the two countries and thereby promote not only economic betterment on the North American continent but also the general improvement of world conditions, and while no trade agreement between the two countries has yet been arrived at, this House approves of the Government continuing their efforts to that end".

IV (b) Coal and Steel.

With regard to these allied industries much evidence was given as to the handicap upon Nova Scotia industrially as the result of the high cost of rail carriage-- In regard to coal--the advantage of the moderate cost of water transportation is nullified so far as western furtherance is concerned by the rail rates from Montreal. The limitation of the distribution of Nova Scotia coal ex vessel at St. Lawrence ports had been recognized in 1924 when a subvention was made payable to the railway companies carrying coal, conditional upon a reduction in the then existing rail rates. Unfortunately the arrangements were completed at a time of the year when it was impossible to take full advantage of it. The Commission recommended "that the subvention be renewed".

Subsequent legislation giving effect to this recommendation is indicated below.

Nova Scotia and New Brunswick coals to Quebec and Ontario:

P.C. 539 of March 30, 1928, and its extension, P.C. 2256 of October 2, 1930, was in effect from April 1, 1928 to May 30, 1931.

Section "A" covered movements wholly by rail providing a maximum temporary rate of \$3 per net ton on coal mined in Nova Scotia, and \$2.10 per net ton on coal mined in New Brunswick, shipped by rail to points in Quebec during the season when navigation on the St. Lawrence was not practicable.

Section "B" covered movements by water and rail. It provided a temporary rate of one-fifth of one cent per ton less than the rail rate which otherwise would be applicable on coal mined in eastern Canada and carried by vessel to St. Lawrence ports and thence transhipped to points in Quebec and Ontario.

P.C. 539 was rescinded by P.C. 1299 and P.C. 1300 referred to hereunder, with the proviso that shipments would be continued on acceptances that were granted under authority of P.C. 539 until the tonnages authorized had been shipped.

P.C. 1299 for coal mined in New Brunswick became effective June 1, 1931. It authorized a reduction of one-sixth of a cent per net ton per mile from the existing freight rates for coal for other than household purposes when shipped to points in Ontario or Quebec, the amount of assistance not to exceed \$1.50 per net ton.

P.C. 1300 for coal mined in Nova Scotia, became effective June 1, 1931 and was in effect until May 9, 1932, when it was rescinded by P.C. 1048, referred to hereunder, with the proviso that shipments should be continued on acceptances that were granted under authority of P.C. 1300 until the tonnages authorized had been shipped.

P.C. 1300 authorized a reduction of one-fifth of a cent per ton per mile from the existing rail freight on coal mined in Nova Scotia and carried by vessel to St. Lawrence ports and thence transhipped by the railways to points in Quebec and to the town of Cornwall and the city of Ottawa in Ontario, with a limit of 75 cents per net ton. It also authorized a reduction of one-third of a cent per ton per mile (not exceeding \$1.50 per net ton) from the existing rail freights on Nova Scotia coal waterborne to St. Lawrence ports and thence transhipped to points in Ontario other than the town of Cornwall and city of Ottawa. It also authorized a reduction of one-seventh of a cent per ton

per mile (not exceeding \$2 per net ton) on coal mined in Nova Scotia and shipped wholly by rail to points in Quebec and Ontario during the season from 15th November to 15th April in each year.

P.C. 1048 became effective May 9, 1932. It was amended by P.C. 1676 of July 28, 1932, and further amended by P.C. 2563 of November 22, 1932. It will continue in force until rescinded, so long as parliament continues to vote the necessary funds.

P.C. 1048 authorized assistance at the rate of one-fifth of a cent per net ton per mile from the existing rail freight rates on Nova Scotia coal waterborne to St. Lawrence ports, thence transhipped by the railways to points in Quebec for use by consumers other than the railways, the limit being 75 cents per net ton.

It authorized assistance at the rate of one-third of a cent per ton per mile on Nova Scotia coal shipped similarly to the above to points in Ontario with a limit of \$1.50 per net ton.

It authorized assistance at the rate of one-seventh of a cent per net ton per mile on Nova Scotia coal transported wholly by rail to points in Ontario and Quebec for use by consumers other than the railways with a limit of \$2 per net ton. Originally available only from November 15 to April 15 each year, this was amended by P.C. 1676 of July 28, 1932, to be effective at all times.

It also authorized assistance at the rate of \$1 per net ton on Maritime Provinces coal carried by water to any point west of the island of Montreal.

It authorized for Maritime Provinces coal transported as in the preceding paragraph to points west of the island of Montreal, thence transhipped by the railways to points in Ontario west of Kingston for use by consumers other than the railways, assistance at the rate of one-third of a cent per ton per mile from the existing rail freight rates, the limit being \$1 per net ton.

Railway Coal: It authorized payment to the coal mine operators or to distributors, in the case of coal purchased by the railways for their own use at points in Quebec and Ontario, of the difference in the laid-down cost to the railways of coal mined in the Maritime Provinces and the laid-down cost at the same point of imported coal that would otherwise be used, up to a maximum of \$2 per net ton. It was provided that the difference in laid-down costs should be determined by the Dominion Fuel Board. It was also provided that assistance should only apply on that quantity of Canadian coal purchased in excess of the quantity purchased in 1931. This limitation was removed by P.C. 2563 of November 22, 1932.

P.C. 604 which became effective April 4, 1933, amended section (7) of P.C. 1048. It authorized payment to coal mine operators or distributors of the difference in the laid-down cost to the railways of coal mined in the Maritime Provinces and the laid-down cost at the same points of imported coal that would otherwise be used up to a maximum of \$2.50 per net ton.

P.C. 951 of May 30, 1933 replaced P.C. 1299 which expired June 30, 1933. It provided that New Brunswick coal shipped to points in Quebec and Ontario be assisted by payments out of such sums as might be provided by Parliament from year to year for that purpose, the assistance granted to be the reduction of one-sixth of a cent per mile from the existing rail freight rates to a limit of \$1.50 per net ton.

These subvention Orders in Council, the carrying out of which was entrusted to the Dominion Fuel Board, enable Maritime coal when moved by water into the St. Lawrence and Lake Ontario and thence rail hauled inland to meet the laid-down cost competition of comparable imported United States coals at points in southwestern Ontario as far west as London. Maritime coal thus enabled by Dominion subvention assistance to move into Ontario and Quebec and mostly displacing imported coal, formerly used, is indicated below.

Statement Showing Actual Movements of Nova Scotia Coal Under Assisted Rates to Points in Quebec and Ontario, 1928 to 1933 inclusive with Costs to the Government.

Year	To Quebec			To Ontario			Total		
	Net Tons Moved	Cost to Government	Cost per Net Ton	Net Tons Moved	Cost to Government	Cost per Net Ton	Net Tons Moved	Cost to Government	Cost per Net Ton
1928 ...	72,227	57,113.98	0.792	41,781	8,635.42	0.206	114,008	65,749.40	0.576
1929 ...	219,875	189,489.62	0.863	84,658	16,176.43	0.191	304,533	205,666.05	0.675
1930 ...	277,345	197,789.54	0.712	94,711	16,989.06	0.179	372,056	214,778.60	0.577
1931 ...	303,083	203,417.70	0.672	98,514	21,720.38	0.221	401,597	225,138.08	0.561
1932 ...	519,491	423,850.86	0.816	184,200	114,259.30	0.621	703,691	538,110.16	0.765
1933 ...	1,010,579	786,980.66	0.779	469,896	689,970.94	1.468	1,480,475	1,476,951.60	0.998
Total ...	2,402,600	1,858,642.36	0.774	973,760	867,751.53	0.891	3,376,360	2,726,393.89	0.807

Statement Showing Actual Movements of New Brunswick Coal under Assisted Rates to Central Canada during the Calendar Years 1928 to 1933 inclusive, with Costs to the Government.

Calendar Year	Net Tons	Cost to the Government	
		Total	Per Net Ton
1928-29	347	\$532.10	\$1.56
1930	40	78.10	1.95
1931	239	162.49	0.68
1932	1,195	896.13	0.75
1933	1,163	980.78	0.84
Total	2,984	2,649.50	0.89

NOTE: Assisted movements of New Brunswick coal as between Quebec and Ontario have not been segregated. Only a small portion of this assisted movement is into Ontario.

IV (c) Coking Plants.

Referring to this subject the Duncan Commission stated that "the matter is one of such serious moment to the coal industry in the Maritime Provinces and the reaction of industrial activity or depression in that industry is so considerable throughout the Maritime Provinces, that we recommend that immediate practical steps be taken by the federal authorities in regard to the question of coking plants". They further state that the subject has been fully investigated from many angles and emphasize the discouragement which the Maritime Provinces feel at the delay which has already taken place in giving practical shape to a policy which has been recommended so definitely by the Dominion Fuel Board as the only method by which Eastern and Central Canada can be relieved of the dependence upon imported anthracite.

In implementation of the above recommendation two federal measures have been put into effect, viz:

- (1) The Domestic Fuel Act 1927 subsidizing the erection of coking plants on condition that Canadian coal be used for the manufacture of coke to be sold for domestic purposes.
- (2) Order-in-Council P.C. 944 of April 26, 1932, providing for the payment by the Dominion of the laid-down-cost disadvantage at Canadian coke plants of Canadian coal as compared with imported coal to be used for the manufacture of coke up to a maximum of \$1.00 per ton of Canadian coal so used.

The Domestic Fuel Act, 1927.

(A) The Domestic Fuel Act 1927 provided for the payment for a period not exceeding fifteen years of subsidies amounting to 4 per cent per annum in the case of individuals or private corporations and to 5 per cent per annum in the case of municipalities or public corporations on the capital cost of coke plants erected under agreement for the manufacture of coke to be sold for domestic uses; providing that 70 per cent of the coal used in such plants be Canadian coal. The Act further provided that this subsidy was to be reduced by 5 per cent for each unit of percentage by which the quantity of Canadian coal used in the plant for the production of coke fell below 70 per cent of the total quantity so used; also that the subsidy paid in any year was not to exceed at the rate of one dollar per net ton of Canadian coal used in the production of coke for domestic use, that is, for use in the home or solely for the direct heating of any building.

Two plants using Maritime coal have been erected under the benefits of the Domestic Fuel Act, viz., at Quebec and Halifax. In both cases these plants are primarily gas plants and have comparatively small capacities for the production of coke. The former plant was placed in operation on July 1st, 1930, and the latter during 1928. Both use Maritime coal exclusively, and the volume so used from commencement of operation to the end of the fiscal year ending March 31st, 1933, totalled 100,209 tons.

A large by-product coke plant has been erected in the city of Montreal since the Act came into force. Although this plant was primarily for the purpose of producing coke for domestic purposes to be sold in competition with anthracite, and is within economic transportation range of the Maritime coal reserves, its owners did not take advantage of the benefits of the Domestic Fuel Act - on the ground that as the United States anthracite then predominantly holding the domestic heating market in Montreal was a non-clinkering fuel the prospects of success in marketing a coke in competition were uncertain unless that coke was also non-clinkering in character. Maritime coal produces a coke which has a low ash fusion point and thus produces clinker on burning. The Maritime Coal Industry was thus eliminated as a source of coal supply for the Montreal plant.

Order in Council P.C. 944 Assisting Movement of Coal for Coking Purposes.

(B) As the result of exhaustive tests made co-operatively by the Federal Department of Mines, the Nova Scotia coal industry, and the Montreal coke plant it has been found that specially selected and washed Nova Scotia coals can be blended with imported coals to the extent of roughly 40 per cent to produce a coke of the non-clinkering specification set by the owners. In order that the Maritime coal industry might benefit from the potential market made available by these tests Order in Council P.C. 944 of April 26, 1932, provided for payment by the Dominion of the difference in laid-down costs at the coke plant of Canadian coal and imported coal as already indicated.

The Maritime coal industry has benefited under this Order in Council through shipments of 224,030 tons of coal to Montreal and Ottawa for the manufacture of coke up to the end of the calendar year 1933.

IV (d) Customs Tariff on Coal

Referring to this subject the Commission recommended "that the Tariff Advisory Board should be asked to give immediate consideration to the subject of the customs tariff in its relation to coal, anthracite and coke".

In 1925, as a means of assisting coal production in the Maritimes, the customs duty on slack coal was raised from 13 cents to 50 cents. Since 1926, the year in which the Duncan Commission reported, customs tariffs on coal and coke have been altered as follows:

Item	Tariff in 1926 \$	(Per Net Ton)			
		New Tariffs			
		June 1 1931 \$	July 17 1931 \$	Aug. 3 1931 \$	Oct. 3 1932 \$
General Tariff -					
Coal, anthracite, n.o.p.	Free	0.40	0.40	0.40	0.50
Coke, n.o.p.	Free	1.00	1.00	1.00	1.00
Petroleum coke	Free	1.00	1.00	Free	Free
x Coke of special kind or for special use	Free	1.00	1.00	Free	Free
Coal n.o.p., including bituminous, screenings, dusts	0.50	0.75	0.75	0.75	0.75
Lignite coal	Free	0.40	Free	Free	Free
Charcoal	17½%	7.50	7.50	7.50	7.50
Intermediate Tariff -					
Coal, anthracite, n.o.p.	Free	0.40	0.40	0.40	0.50
Coke, n.o.p.	Free	1.00	1.00	1.00	1.00
Petroleum coke	Free	1.00	1.00	Free	Free
x Coke of special kind or for special use	Free	1.00	1.00	Free	Free
Coal, n.o.p., including bituminous, screenings, dusts	0.45	0.75	0.75	0.75	0.75
Lignite coal	Free	0.40	Free	Free	Free
Charcoal	17½%	7.50	7.50	7.50	7.50
British Preferential Tariff -					
Coal, anthracite, n.o.p.	Free	Free	Free	Free	Free
Coke, n.o.p.	Free	Free	Free	Free	Free
Petroleum coke	Free	Free	Free	Free	Free
x Coke of special kind, or for special use	Free	Free	Free	Free	Free
Coal, n.o.p., including bituminous, screenings, dusts	0.35	0.35	0.35	0.35	0.35
Lignite coal	Free	Free	Free	Free	Free
Charcoal	15%	Free	Free	Free	Free

x Coke of a kind not produced in Canada, or coke which owing to transportation costs, is not available commercially throughout Canada, when imported by manufacturers for use exclusively in furnaces in manufacturing calcium carbide or in metallurgical operations, in their own plants.

In addition to the customs tariff on coal and coke, additional protection has been afforded the Maritime coal industry against imported coals and cokes by the imposition of excise taxes on the duty-paid price at the points of origin of those commodities, the rate being 1 per cent as from June 2, 1931 and 3 per cent as from October 12, 1932.

The increased coal and coke duties and the excise taxes have been effective in maintaining the relation between prices of Maritime coal and of its principal competitor in the Canadian market, viz., United States coal, in the face of rapidly falling prices, F.O.B. mines, of that coal during the years 1931, 1932 and the first half of 1933. They have thus enabled Maritime coal to retain its 1930 markets in Central Canada without special aid in the way of transportation subventions and at the same time have provided the revenues necessary to finance the subvention movements of Maritime coal into those parts of Central Canada formerly using imported coal.

IV (e) Steel and Customs Tariff.

Referring to representations made before it as to the importance of the steel industry to the Maritimes and also to its importance as a national asset and to the contention that the tendency of the tariff as affected by successive alterations has been to lessen the protection upon the primary products of iron and steel and to encourage their importation from other countries as being the raw materials of iron and steel-fabricating and finishing industries in Canada, the Commission states since this matter is already before the Tariff Board they do not conceive it their duty to express any opinion but record their view that the importance of this industry to the Maritimes emphasizes the need for prompt action.

The protection upon primary iron and steel products has been increased in the past few years, e.g., the duty on ingots of iron or steel, n.o.p. was on May 2, 1930 raised from \$2.25 per ton (intermediate) and \$2.50 (general) to \$2.50 (intermediate) and \$3.00 (general) and on November 1, 1932 to \$3.00 (intermediate). On May 2, 1930 the duty on blooms, slabs, billets, n.o.p. was raised from \$1.50 (preferential) and \$2.25 (intermediate) and \$2.50 (general) to \$2.50 (preferential), \$4.00 (intermediate) and \$4.50 (general).

IV (f) Steel Bounties.

In connection with this subject it was pointed out that a drawback of 99 per cent of the duty was given when imported coal was used for metallurgical purposes which was tantamount to giving a bonus of that amount. The Commission, therefore, recommended "that a bonus should be given in respect of steel when Canadian coal is used in its manufacture and that the bonus should be calculated on the basis of the present drawback for every ton of coal used in such manufacture".

In 1930 an act was passed entitled "An Act to place Canadian Coal used in the Manufacture of Iron and Steel on a Basis of Equality with Imported Coal" which provided that so long as tariff item 1,019 in schedule B of the customs tariff remains in full effect that "The Governor in Council may authorize payment out of the Consolidated Revenue Fund to manufacturers of iron and steel of 49½ cents per ton of bituminous coal mined in Canada and converted into coke by a proprietor of coke ovens at his coke ovens in Canada and used by such in smelting in Canada of steel ingots or castings", but that "no such payment shall be made more than once in respect of any coal so used". (Statutes 1930, Chap. 6).

This Act is administered by the Minister of Trade and Commerce. Bounties paid under it up to December 1, 1933 amounted to \$333,886.78.

V. Agriculture and Migration.

(a) Agriculture

Referring to agriculture, the largest and most basic industry of the Maritime Provinces, the Commission felt that the responsibility for its backward condition rested primarily upon the industry itself and upon the provinces. Agricultural production in these provinces, apart from the considerable export market for potatoes, fruit and dairy products has depended upon local consumption but the production is very far short of meeting the local demand and very far short of the potential capacity of the provinces.

"The spread of agricultural education" the Commission stated "carried on by the combined efforts and assistance of the Dominion and Provincial Governments has resulted in the establishment of experimental farms and demonstration stations - which are overcoming the original prejudice against them - school fairs, county and provincial fairs, seed and grain competitions, co-operative associations for buying and selling, short courses, travelling lecturers, seed inspection, and other aids, all of which are bringing about improved methods in production and marketing. These methods should, as no doubt they will, be extended by the continuation of the co-operation between the Federal and provincial Governments". In this connection see the section entitled "Technical Education".

Referring to the complaint that the lack of production was due to the inability to secure easy access to overseas markets the Commission held that "fuller port development will stimulate this but the need for an organized effort to stimulate production for home consumption is no less urgent".

(b) Migration.

With reference to the need of closer co-operation between the Dominion and provincial Governments on the question of Maritime Province colonization, it was recommended "that the federal authorities should take the matter up with the Governments of the three provinces, with a view to a plan being devised for much more active advertisement abroad of the attractions and advantages of the Maritime Provinces" also that "the provinces in any plans devised, should be active participants at their cost, so that they can be satisfied that the right kind of effort and method is being followed".

VI. New Brunswick Railways.

Referring to the St. John and Quebec railway the Commission recommended "that the Government should, with the concurrence of the province, set up an ad hoc tribunal to enquire into the circumstances surrounding this matter, with power, if they are satisfied that the circumstances justify it, to arrange terms and conditions on which the railway should be taken over by the Government".

Referring to the Kent Northern railway, it was stated that representations were made to the Commission that "the present was an appropriate time to reopen negotiations looking to its acquisition at a price of \$60,000" and it was recommended "that this be done".

In 1929 a bill was passed authorizing the acquisition of the St. John and Quebec railway at a price of \$6,000,000 (Statutes 1929, Chap. 15).

In 1929 a bill was also passed authorizing the purchase of the Kent Northern railway at a cost of \$60,000. (Statutes 1929, Chap. 17).

VII. General.

(a) Trade Development.

Referring to this subject the Commission stated "It follows from what we have said under Port Development and Ocean Policy, that we regard the work of the Department of Trade and Commerce as being of the greatest national importance in the general organization and co-ordination of Government policy in relation to promotion of Canadian trade. We feel that a more active and vigorous commercial policy should be developed and that much wider scope should be given to the functions and activities of Trade Commissioners, so that interests that depend upon foreign markets may have their own business activity supported".

In this connection the Commercial Intelligence Service of the Department of Trade and Commerce states (1934):

"The policy of the Department is to actively utilize the services of Trade Commissioners for the promotion of the sale of Canadian products in overseas markets. The Trade Commissioners are allowed considerable scope to travel in their respective territories whenever they consider that the expenditure on travelling is justified by the prospects for increased Canadian trade. For this purpose an amount is allotted to each office at the commencement of each fiscal year and the Trade Commissioner is permitted to expend money on travelling in his territory up to the amount of the allotment. Every effort is made to fix the allotment at the amount necessary to enable the Trade Commissioner to render efficient service on behalf of Canadian trade.

"In recent years the necessity for economy has required a reduction in the total amount allotted to Trade Commissioners for travelling, but every effort has been made to so distribute the money available for the purpose as to not in any way reduce the effectiveness of the Trade Commissioners in their work on behalf of Canadian trade."

(b) Fisheries Organization.

"In view of the importance of the industry and the distance at which the Department has to function from the principal fishery areas" the Commission recommended the appointment of "a deputy minister whose duties would be confined to that section of the Department and who would, therefore, be freer to keep in close personal touch with its problems by periodical visits to the fishery areas". This appointee should be a person having practical qualifications.

After referring to a conflict of view on the question of closed seasons and conservation, particularly in regard to lobster fishing and the replanting of oyster beds, the Commission recommended "that the deputy minister should take the whole subject into immediate consideration and that, after consulting with scientists, fishermen and fish merchants, appropriate and definite regulations should be framed".

The opinion was expressed that "much educational work needed to be done in respect of fisheries similar in some respects to that carried on by the Department of Agriculture". Such education should include demonstrations at convenient centres in improved methods of curing and canning fish, with particular reference to salting and the relative value of the various grades of salt, instruction in methods of marketing and emphasis on the food value of the product.

In accordance with the above recommendations, Mr. Found was appointed Deputy Minister of Fisheries in 1929.

A special commission appointed October 13, 1927, to investigate the fisheries of the Maritime Provinces, recommended separate departments for Marine and Fisheries. This was carried out in 1930 by the creation of separate departments each in charge of a cabinet minister to administer the marine and the fisheries respectively. (Statutes 1930, Chap. 21).

During the past few years several laws have been passed providing for more stringent regulations as to the grading and inspection of fish, standard containers for oysters, imposing penalties for using trawls except under license, licenses for lobster pounds, etc.

The development of oyster farming has been actively undertaken by the Government; favourable areas in Prince Edward Island have been seeded and the work in connection with oyster culture carried on under the direction of experts (Fisheries Statistics of Canada, 1931, page 5).

In connection with some of the general recommendations with respect to the fisheries the following extract from the above report is of interest:

"In the field of direct assistance, apart from the fishing bounty payments, the Government has taken various steps from time to time. Beginning in 1927, fish collection services have been operated on several stretches of the Atlantic coast by the Department of Fisheries. By the operation of these services fishermen in the territories covered by the fish collection boats are enabled to sell their catches promptly and have them delivered to purchasers at central points at a small cost per hundredweight of fish. Thus the areas that have the facilities of the fresh fish markets available to them have been considerably extended at a time when the fish trade is of growing importance. The fishermen are able to obtain returns from their labour earlier than would otherwise be possible, and there is the further benefit to them that they can devote to the actual process of catching fish time which formerly they were compelled to employ in preparing their catches for the dried and cured fish markets. As another step to assist the fishermen a system has been established of broadcasting radio reports as to weather probabilities, bait and ice supplies, ice conditions along the coast, and prevailing local fish prices. During most of the season these radio reports are broadcast twice daily from Halifax and Louisburg, and the weather reports are also broadcast from Saint John. As most of the fishing vessels are now equipped with radio receiving sets this service has proved of much value. Telegraphic information as to bait supplies on the coast is also made available daily by the Department of Fisheries in a number of fishing ports during spring and summer months. Statistical bulletins dealing with the sea fisheries are prepared by the Department, monthly and quarterly, and are distributed throughout Canada for the benefit of the fishermen and fishing industry. For several years past bounties have been paid for the destruction of harbour seals in certain areas. With a view of improving the quality of Canadian cured herring, an expert was employed for some time by the Government to conduct demonstrations in the Scottish method of curing these fish. Under authority of the Fish Inspection Act, systems of instruction in improved methods of fish-curing and barrel-making and of the inspection of cured fish by specially appointed officials have been in operation for several years. To prevent poaching and to assist in the proper enforcement of fisheries regulations a fleet of vessels, patrols the coastal and inland waters. Scientific research and experimentation on behalf of the fishing industry have been carried on for some years at Government scientific stations."

Considerable attention has been given also to the education of the public in the food value of fish. A specialist in fish cookery, employed by the Department of Fisheries, visits the various centres throughout Canada to lecture on the subject and to demonstrate ways of preparing the fish for the table in the most healthful and attractive forms.

(c) Geological Survey.

Under this heading the Commission recommended "that the Geological Department undertake, as soon as possible, a more detailed survey of New Brunswick, and an exhaustive survey of Prince Edward Island for the purpose of re-mapping this province, of investigating its mineral deposits and materials for road-making, and of examining the possibilities of its clay resources. It should be remembered, however, that it is not the function of the Geological Survey to undertake work that belongs more fittingly to the prospector and is within the sphere of the provinces themselves".

The Prime Minister stated in the House on March 18, 1927 that the preceding surveys were being carried out. (Hansard 1926-27, p. 1334).

(d) Technical Education.

"With respect to Prince Edward Island where there are no large industries which would justify the establishment of an institution for technical education and where agriculture is their principal interest", the Commission recommended that the technical education legislation be given a broad application in their case and that agricultural education should be deemed to be covered by the term "technical education".

Carrying out this recommendation, the Report on Technical Education in Canada for 1927 stated "Preparations were made to extend the agricultural program and teachers were sent to New Brunswick and the United States for special training". Subsequent reports refer to the conducting of short term courses in agriculture.

(e) Tourist Traffic.

As to the advisability of building a hotel at Halifax by the Canadian National Railways to take care of tourist requirements, the Commission felt that such a question was for the judgment of the railway administration in the light of ordinary business considerations. The opinion was expressed, too, that the Provincial Governments themselves could do more than they had done to encourage tourist traffic in view of the natural attractiveness of these provinces for holiday travel.

A new C. N. R. hotel at Halifax, the "Nova Scotian", opened June 23, 1930.

Tourist revenues have been severely affected by recent depressed conditions, Canada's income from this source dropping from a peak of \$309,000,000 in 1929 to \$117,000,000 in 1933. Hotel revenues have shared the general decline. With the world wide betterment in economic conditions now in progress and renewed confidence in the future, a considerable improvement in the tourist trade is expected this year and long-term prospects are exceptionally bright.

Each of the Maritime Provinces now has a well-organized tourist information service supported partly by the Government and partly by private interests and the encouragement of the tourist trade has, in recent years, been actively undertaken.

(f) Statistics.

Referring to the lack of any comprehensive measurement of the trade of the Maritime Provinces with other provinces and with foreign markets, the Commission recommended that "on this phase of internal trade a system of statistics should be made regularly available from as early a date as possible".

Expressing their high appreciation of the assistance they had had from the Dominion Bureau of Statistics throughout their inquiry, the Commission recommended that the special memorandum prepared in the Bureau for the use of the Commission should be published. In accordance with this recommendation the statistical study entitled "The Maritime Province since Confederation" was published in 1927.

Referring to the importance of providing a comprehensive statistical organization in a country, situated as is Canada, with a series of provinces differing often in economic outlook, the Commission was of the opinion that, "while very considerable progress had already been made in that direction, the Bureau could be increased in efficiency by being given improved facilities for the kind of organization necessary to develop as an independent agency covering the activities of all Departments from the statistical side". Considerable progress in the attainment of this goal has been made since 1926.

